

NOTICE OF MEETING

Meeting: ENVIRONMENT OVERVIEW AND SCRUTINY PANEL

Date and Time: THURSDAY, 14 JANUARY 2021, AT 2.00 PM*

Place: SKYPE MEETING - ONLINE

Enquiries to: E-mail: karen.wardle@nfdc.gov.uk
Tel: 023 8028 5071

PUBLIC PARTICIPATION:

*Members of the public may speak in accordance with the Council's public participation scheme:

- (a) immediately before the meeting starts, on items within the Panel's terms of reference which are not on the public agenda; and/or
- (b) on individual items on the public agenda, when the Chairman calls that item. Speeches may not exceed three minutes.

Anyone wishing to speak should contact the name and number shown above no later than 12.00 noon on Monday, 11 January 2021. This will allow the Council to provide public speakers with the necessary joining instructions for the Skype Meeting.

Bob Jackson
Chief Executive

Appletree Court, Lyndhurst, Hampshire. SO43 7PA
www.newforest.gov.uk

This Agenda is also available on audio tape, in Braille, large print and digital format

AGENDA

Apologies

1. MINUTES

To confirm the minutes of the meetings held on 13 August, 10 September and 15 October 2020 as correct records.

2. DECLARATIONS OF INTEREST

To note any declarations of interest made by members in connection with an agenda item. The nature of the interest must also be specified.

Members are asked to discuss any possible interests with Democratic Services prior to the meeting.

3. PUBLIC PARTICIPATION

To note any issues raised during the public participation period.

4. PORTFOLIO HOLDERS' REPORTS

To receive an oral update from the Portfolio Holders for Environment and Regulatory Services and for Planning and Infrastructure.

5. CALL-IN REQUEST - CHANGES TO SHORT AND LONG STAY SPACES IN WINSOR ROAD, CIVIC CENTRE AND WESTFIELD ROAD CAR PARKS AND THE INTRODUCTION OF CHARGES IN CIVIC CENTRE AND WESTFIELD ROAD CAR PARKS, TOTTON (Pages 5 - 22)

Following the request from Cllr Rackham to call-in the Planning and Infrastructure Portfolio Holder's decision to make changes to the long and short stay car parking spaces in three car parks in Totton and to introduce charges in the Civic Centre and Westfield Road car parks in Totton, to consider the issues being raised by Cllr Rackham, as set out in paragraph 2.3 of the report.

Please note: In accordance with the Council's procedures, as only one Member requested that the decision be called in, the decision has been implemented. The matter however has been referred to this Panel for consideration. Cllr Rackham has been invited to attend.

6. BEHAVIOUR CHANGE LITTER INITIATIVE

To receive a presentation on the behaviour change litter initiative.

7. WASTE STRATEGY UPDATE

To receive an update on the waste strategy.

8. GUIDE TO PERFORMANCE SPECIFICATIONS AND STANDARD DETAILS FOR PUBLIC ACCESSIBLE SPACES (Pages 23 - 80)

To consider the proposed draft guide to performance specifications and standard details for public accessible spaces.

9. SIGNAGE FOR OPEN SPACE DELIVERED THROUGH PLANNING (Pages 81 - 88)

To consider proposals on a suggested package of standardised signage for play areas and open spaces to be delivered as part of the planning process.

10. ASH DIEBACK

To receive a presentation on Ash Dieback.

11. FREEPORTS BID (Pages 89 - 94)

To consider the proposal to submit a Freeport Bid to Government.

12. LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN (Pages 95 - 102)

To consider the proposed programme of work to inform the preparation of a Local Cycling and Walking Infrastructure Plan.

13. WORK PROGRAMME (Pages 103 - 108)

To agree the work programme to guide the Panel's activities over the coming months.

14. ANY OTHER ITEMS THAT THE CHAIRMAN DECIDES ARE URGENT

NEW FOREST DISTRICT COUNCIL – VIRTUAL MEETINGS

Background

This meeting is being held virtually with all participants accessing via Skype for Business.

A live stream will be available on YouTube to allow the press and public to view meetings in real time and can also be found at the relevant meeting page on the Council's website.

Principles for all meetings

The Chairman will read out Ground Rules at the start of the meeting for the benefit of all participants. All normal procedures for meetings apply as far as practicable, as the new Government Regulations do not amend any of the Council's existing Standing Orders.

The Ground Rules for all virtual meetings will include, but are not limited to, the following:-

- All participants are reminded that virtual public meetings are being broadcast live on YouTube and will be available for repeated viewing. Please be mindful of your camera and microphone setup and the images and sounds that will be broadcast on public record.
- All participants are asked to mute their microphones when not speaking to reduce feedback and background noise. Please only unmute your microphone and speak when invited to do so by the Chairman.
- Councillors in attendance that have not indicated their wish to speak in advance of the meeting can make a request to speak during the meeting by typing "RTS" (Request to Speak) in the Skype chat facility. Requests will be managed by the Chairman with support from Democratic Services. The Skype chat facility should not be used for any other purpose.
- All participants should note that the chat facility can be viewed by all those in attendance.
- All participants are asked to refer to the report number and page number within the agenda and reports pack so that there is a clear understanding of what is being discussed at all times.

Voting

When voting is required on a particular item, each councillor on the committee will be called to vote in turn by name, expressing their vote verbally. The outcome will be announced to the meeting. A recorded vote will not be reflected in the minutes of the meeting unless this is requested in accordance with the Council's Standing Orders.

By casting their vote, councillors do so in the acknowledgement that they were present for the duration of the item in question.

Technology

If individuals experience technical issues, the meeting will continue providing that it is quorate and it is still practical to do so. The Chairman will adjourn the meeting if technical issues cause the meeting to be inquorate, the live stream technology fails, or continuing is not practical.

Public Participation

Contact details to register to speak in accordance with the Council's Public Participation Procedures are on the front page of this agenda.

In order to speak at a virtual meeting, you must have the facility to join a Skype for Business Meeting. Joining instructions will be sent to registered speakers in advance of the meeting.

The Council will accept a written copy of a statement from registered speakers that do not wish to join a Skype Meeting, or are unable to. The statement will be read out at the meeting and should not exceed three minutes. Please use the contact details on the agenda front sheet for further information.

To: **Councillors:**

Steve Rippon-Swaine (Chairman)
Sue Bennison (Vice-Chairman)
Ann Bellows
Geoffrey Blunden
Allan Glass

Councillors:

Andrew Gossage
Stephanie Osborne
Tony Ring
Derek Tipp
Malcolm Wade

ENVIRONMENT OVERVIEW AND SCRUTINY PANEL – 14 JANUARY 2021

CALL-IN REQUEST - CHANGES TO SHORT AND LONG STAY SPACES IN WINSOR ROAD, CIVIC CENTRE AND WESTFIELD ROAD CAR PARKS AND THE INTRODUCTION OF CHARGES IN CIVIC CENTRE AND WESTFIELD ROAD CAR PARKS, TOTTON

1. INTRODUCTION

- 1.1 For the last 18 years Totton and Eling Town Council have paid New Forest District Council (NFDC) an annual sum to keep the NFDC owned Civic Centre and Westfield Road car parks in Totton town centre free. This amount covered the business rates on these two car parks but did not cover any of the other costs associated with providing public car parking.
- 1.2 This payment did not provide any financial reimbursement for the loss of parking income which would have been received by the District Council since car park charges were introduced district wide in 2003. Thus, a proportion of the annual revenue from all the other NFDC car parks had to be used to pay for the upkeep, maintenance, inspections and enforcement patrols of these two town centre car parks to enable them to remain free.
- 1.3 Totton and Eling Town Council withdrew from this annual payment in March 2020. It was therefore considered right and proper to address this inequality and ensure that all the town centre car parks in Totton fit into the charging regime in force throughout the district.
- 1.4 A survey carried out in 2018 highlighted a need to address the balance between long and short stay car parking spaces in Totton. This proposal addresses this by providing additional short stay parking which supports the local businesses by ensuring spaces are available to the public throughout the day, unlike long stay spaces where vehicles tend to park all day.
- 1.5 Councillor Edward Heron made a Portfolio Holder's Decision on 11 September 2020 (see Appendix 1 of the Portfolio Holder Decision dated 4 December 2020 attached as Appendix 1 to this report). This decision set out that proposed amendments should be made to the Council's car parking arrangements in Totton through changes to short and long stay spaces in Winsor Road, Civic Centre and Westfield Road car parks, Totton and the introduction of charges in Civic Centre and Westfield Road Car Parks, Totton. Within the call-in period applicable to that Portfolio Holder Decision, Councillor Caroline Rackman called the decision in for review. Councillor Rackman stated that:

"This decision will be detrimental to businesses in Totton and is not in line with my understanding of the results from previous discussions with the town council".
- 1.6 In accordance with Council procedures, as no other call-in notices were received, the decision stood but Councillor Rackham was given the opportunity to express her concerns about the decision to this Panel. The relevant meeting of the Panel took place on 15 October 2020 and Councillor Rackman addressed with Panel. The Panel conducted that:

- “i) that the decision was within the Council’s policy and budget; and*
- ii) that it was not necessary for the policy and budget to be reviewed as a result of the decision; and*
- iii) that the Portfolio Holder decision taken on 11 September in relation to short and long stay spaces and to introduce charges to car parks in Totton was supported”*

The minutes for this item are attached as Appendix 2.

- 1.7 As part of the statutory advertisement process related to the proposed changes, on 20th October 2020 letters were sent identifying the proposed changes to the Totton car parking arrangements to all statutory consultees and, in addition, 21 businesses in the vicinity of the car parks. The proposals were advertised in the local newspaper on the 23rd October 2020 and signs placed in and adjacent to the affected car parks on the same day. In addition, the proposals also received extensive local media coverage which resulted in social media comments and discussion.
- 1.8 Following the Portfolio Holder’s Decision made by Councillor Edward Heron on 4th December 2020 to introduce Car Parking Charges in the two car parks in Totton and changes to short and long spaces in three of the car parks in Totton, Councillor Caroline Rackham has given formal notice that she wanted the decision made by Councillor Edward Heron to be called-in. Her reasons are set out in paragraph 2.3 of this report.
- 1.9 In accordance with Council procedures, as no other call in notices have been received, the decision stands and Councillor Caroline Rackham will have the opportunity to express her concerns about the decision to this Panel.

2. BACKGROUND

- 2.1 The Council operates car parks across the district and sets the appropriate car parking charges for the use of those car parks.
- 2.2 Councillor Edward Heron made a Portfolio Holder decision on 4th December 2020 and Appendix 1 of this report sets out the Portfolio Holder Decision which is the subject of this call-in. In the Portfolio Holder Decision Councillor Edward Heron considered the comments made as a result of the consultation process.
- 2.3 Within the call-in period Councillor Rackham gave formal notice to call-in the decision and stated that:

“The consultation regarding this decision has been inadequate and goes against the wishes of anyone who did express a view. Removing long stay car parking spaces makes the situation even more difficult for residents who live in the outer areas of Totton and surroundings, and need to catch trains or to work in the town centre. This decision will create further issues for local residents as those unwilling to pay for parking or unable to find a long stay space will try to park in residential streets.”
- 2.4 Councillor Rackham has been invited to attend the meeting in order to discuss her concerns with the Panel.
- 2.5 As set out in the Council’s Constitution, where only one member of the Council has called-in a decision, the Panel should consider whether:

- a) The decision was within the Council's policy and budget; and
- b) If it was, whether the policy or budget should be reviewed

The views of the Panel shall then be reported directly to the Leader and the Council.

3. FINANCIAL IMPLICATIONS

- 3.1 The financial implications of the Portfolio Holder's decision are set out in Appendix 1, section 9. It is estimated that making the Civic Centre and Westfield Road car parks pay and display will provide enough revenue to cover business rates, maintenance, inspection and enforcement costs.

4. CRIME AND DISORDER, ENVIRONMENTAL, EQUALITY AND DIVERSITY IMPLICATIONS

- 4.1 The decision to change car parking arrangements in three Totton Car Parks is expected to continue to support the town centre economy by providing enough short stay parking in the centre of the town whilst maintaining the provision of Long Stay spaces which will encourage commuter parking thus reducing emissions in the Totton area.
- 4.2 The current parking clock system which allows short stay parking for up to 3 hours at 7 pence per day will continue to provide support to local businesses. It is not anticipated that these changes will have a detrimental effect on the local economy, including shops, gyms and other businesses in the town centre.

5. CONCLUSION

- 5.1 The Portfolio Holder Councillor Edward Heron made a decision on the 4th December 2020 which has now being actioned.
- 5.2 Councillor Rackham gave formal notice that she intended to call in the decision, but as no other Councillors gave formal notice of call-in the Portfolio Holder decision stands.
- 5.3 Councillor Rackham has been invited to attend the meeting on the 14th January 2021 of the Environment Overview and Scrutiny Panel to address the Panel.

6. RECOMMENDATION

- 6.1 That the Panel consider Councillor Rackham's call-in submission.
- 6.2 That the Panel determine whether the decision was within the Council's policy and budget and whether the policy and budget to be reviewed.

For further information please contact:

Background Papers:

Colin Read

Executive Head-Operations and Deputy Chief Executive

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E-mail colin.read@nfdc.gov.uk

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PLANNING AND INFRASTRUCTURE PORTFOLIO HOLDER DECISION – 4 DECEMBER 2020

DISTRICT OF NEW FOREST (OFF-STREET PARKING PLACES) (AMENDMENT) ORDER 2020, AMENDMENT No. 3 –

CHANGES TO SHORT AND LONG STAY SPACES IN WINSOR ROAD, CIVIC CENTRE AND WESTFIELD ROAD CAR PARKS, TOTTON AND THE INTRODUCTION OF CHARGES IN CIVIC CENTRE AND WESTFIELD ROAD CAR PARKS, TOTTON

1. BACKGROUND

- 1.1. The Council's car parks are subject to the District of New Forest (Off-Street Car Parking Places) Order 2005 ('the Order') which sets out the regulations under which car parks in the District can be used. From time to time it becomes necessary to make an Amendment Order so that alterations to the Order can be made to reflect changing circumstances. An Amendment Order is subject to a legal process which includes a statutory consultation process.
- 1.2. This process is set out in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 ('the Regulations').
- 1.3. The Council proposes to introduce changes to the short stay and long stay spaces at the car parks at Winsor Road, Civic Centre and Westfield Road, Totton with parking charges being introduced in Civic Centre and Westfield Road car parks. Therefore, an amendment is required to the Order.

2. PUBLICATION OF PROPOSALS

- 2.1. Following the Portfolio Holder's Decision dated 11 September 2020 (**Appendix 1**) which agreed to the proposed amendments, the draft Amendment Order (**Appendix 2**) was advertised in accordance with the Regulations and the Road Traffic Regulation Act 1984 ('the Act').
- 2.2. This involved consulting with statutory consultees, the erection of site notices, publication of the notice of proposals in a newspaper circulating in the area and having prescribed deposit documents available at the Council's offices. In addition, 21 local business premises were written to advising them of the proposed changes.
- 2.3. Consent to the making of the proposed Amendment Order was also sought from Hampshire County Council ('HCC') in accordance with section 39(3) of the Act.

3. ITEM FOR DECISION

- 3.1. To consider the representations received as a result of the statutory advertisement and consultation process.
- 3.2. In the light of those considerations, to determine whether or not the Amendment Order should be made.
- 3.3. If the decision is made to make the Amendment Order, in accordance with the Regulations, following the publication of proposals stage of the Order making process, further advertisements, including a 'notice of making' are required.

4. REPRESENTATIONS RECEIVED

- 4.1. A total of 5 e-mailed responses and 2 handwritten letters were received. In addition, a site meeting was held at Westfield Road car park with a local business owner at their request. This was attended by Cllr Edward Heron, Cllr Neville Penman and David Hurd, NFDC Enforcement Manager.

5. REPRESENTATION FROM PUBLIC - RESPONSES

- 5.1. Of the 7 public responses, 4 were specifically against introducing charges in Westfield Road and Civic Centre car parks and 3 were against changing the long stay spaces to short stay in Winsor Road car park.
- 5.2. Totton and Eling Town Council have been consulted and object to the plan to introduce charges in the 2 car parks at Westfield Road and Civic Centre. They have not commented on the proposed changes in Winsor Road car park.

6. COMMENT ON OBJECTIONS RECEIVED

- 6.1. Some of the local businesses stated that the introduction of charges would have a negative impact on their business and would lead to staff having to park on-street as they would not be able to afford to pay to park. NFDC operate a parking clock scheme and annual long stay parking is available at less than 50 pence/day and 3-hours short stay parking is available at less than 10 pence/day.
- 6.2. It is also suggested that a significant number of people in Totton already own an NFDC parking clock which is valid in all pay and display car parks so there would be no additional cost to them.
- 6.3. Other areas of the forest do not provide free car parking and it is inequitable and unfair that other areas should subsidise those car parks in Totton which are currently free. Changing Winsor Road long stay spaces to short stay will encourage greater turnover of vehicles and thus create more parking opportunities in support of local businesses in the town. There is long stay parking available close to Winsor Road car park at Elingfield (70 spaces) and Rumbridge Street (132 spaces) car parks. The closest, Elingfield, is only 50 metres away from Winsor Road car park.

7. OPERATIONAL IMPLICATIONS

- 7.1. The proposals will not be detrimental to highway safety and the proposals have the support of HCC officers. There are not expected to be any operational implications arising directly as a result of this decision.

8. STATUTORY CONSULTEES

- 8.1. No objection has been received from the statutory consultees and Hampshire County Council have given their consent.

9. FINANCIAL IMPLICATIONS

- 9.1. This proposal would bring Totton in line with all other Towns and Parishes where charging for car parking has been working well for many years, with residents very satisfied with the value and flexibility of the Council's Parking Clock Scheme, where for £25 a year you can park for up to 3 hours, 365 days of the year in town centre car parks.

10. ENVIRONMENTAL, CRIME & DISORDER AND EQUALITY & DIVERSITY IMPLICATIONS

- 10.1. All ticket machines operating in the car parks will be solar powered. The other environmental implications are outlined in the Portfolio Holder decision dated 11 September 2020.
- 10.2. The Council is subject to the public sector equality duty, as set out in section 149 of the Equality Act 2010. The duty covers defined protected characteristics comprising age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex; and sexual orientation. The Council must have due regard to the requirements of the public sector equality duty in the exercise of its functions.
- 10.3. It is not considered that the introduction of the proposed changes will have an adverse equality impact. The ticket machines are wheelchair accessible. There will be designated disabled parking bays in all of the car parks affected by the proposed changes, including in all short stay and long stay areas. In addition, in accordance with the Order, those displaying a blue badge can park in the Council's car parks (whether or not in a designated disabled bay) free of charge.

11. CONCLUSION

- 11.1. The representations have been reviewed and careful consideration has been given to the concerns of those objecting to the proposal.
- 11.2. However, it has been concluded that it is appropriate to make the changes as proposed in the draft Amendment Order.

11.3 The Amendment Order, as advertised, should therefore be made.

12. RECOMMENDATIONS

12.1. That the Amendment Order attached as **Appendix 2** be made to come into force no earlier than 1 January 2021 and further advertisements should take place as required by the Regulations.

13. PORTFOLIO HOLDER ENDORSEMENT

13.1. I have agreed to the recommendation of this report.

Sign: Cllr Edward J Heron

Date: 4 December 2020

For Further Information Please Contact:

David Hurd
Enforcement Manager
Tel (023 8028 5322)
e-mail: david.hurd@nfdc.gov.uk

Date on which notice given of this decision – 4 December 2020

Last date for call-in – 11 December 2020

**PLANNING AND INFRASTRUCTURE PORTFOLIO HOLDER DECISION –
11 SEPTEMBER 2020**

CHANGES TO SHORT AND LONG STAY SPACES IN WINSOR ROAD, CIVIC CENTRE AND WESTFIELD ROAD CAR PARKS AND THE INTRODUCTION OF CHARGES IN CIVIC CENTRE AND WESTFIELD ROAD CAR PARKS, TOTTON

1. ITEM FOR DECISION

- 1.1 That an amendment to the District of New Forest (Off-Street Car Parking Places) Order 2005 be advertised to the effect that:
- 1.2 Civic Centre car park: All Long Stay spaces (20 hours) be changed to Short Stay spaces (3 hours no return within 2 hours) and charges apply as follows:
- | | |
|---------|-------|
| 1 hour | £1.00 |
| 2 hours | £2.00 |
| 3 hours | £2.50 |
- 1.3 Westfield Road car park: 40 Long Stay spaces (20 hours) be changed to Short Stay spaces (3 hours no return within 2 hours). All other Long Stay spaces remain and charges apply as follows:
- | | |
|----------|----------------------|
| 1 hour | £1.00 |
| 2 hours | £2.00 |
| 3 hours | £2.50 |
| 4 hours | £3.00 Long stay only |
| 5 hours | £4.00 Long stay only |
| 20 hours | £5.00 Long stay only |
- 1.4 Winsor Road car park: All spaces changed to Short Stay spaces (3 hours no return within 2 hours) and charges apply as follows:
- | | |
|---------|-------|
| 1 hour | £1.00 |
| 2 hours | £2.00 |
| 3 hours | £2.50 |

2. CURRENT ARRANGEMENTS

- 2.1 Totton and Eling Town Council have paid NFDC an annual sum to keep the NFDC owned Civic Centre and Westfield Road car parks in Totton town centre free for around 18 years. This amount covered the business rates on these 2 car parks but did not cover maintenance, administration or enforcement costs associated with their operation.
- 2.2 The Town Council pay a sum of £28,000 which is equivalent to the Business Rate charges paid out by New Forest District Council for these two car parks annually, no financial reimbursement has been received for the loss of parking income which would have been received by the District Council since car park charges were introduced district wide in 2003.
- 2.3 The effect of this is that the District Council have been subsidising these two car parks in Totton to enable that town to have free parking in the town centre. This arrangement is not available to other Towns or Parishes.

- 2.4 This inequality needs to be addressed and as Totton and Eling Town Council have stated their intention to withdraw from this annual payment it is now right and proper that the town centre car parks in Totton fit into the charging regime in force throughout the district. To date no payment has been received for 2020/21.
- 2.5 In 2018 a parking survey was carried out by Alpha Parking, an independent Parking Specialist. The conclusions from this survey revealed that:
- The results do not indicate overall capacity issues in the car parks, but several of them (Civic Centre, Elingfield, War Memorial and Winsor) come under sustained pressure on weekdays, others such as Rumbridge Street are underutilised.
 - There were no capacity issues in the car parks identified from the Saturday survey.
 - Some of the car parks, particularly Elingfield and Rumbridge Street are significantly affected by commuter parking but, overall, commuters only account for 13.3% of those interviewed in the car parks, compared with 26.8% who were shoppers.
 - Commuters are likely to stay for two to three times as long as shoppers and may for that reason make a greater contribution to the overall demand for parking.
- 2.6 It is clear from the parking survey that overall capacity is not an issue in Totton. What needs to be addressed is the balance between short and long-term parking and making all our district town and village car parks equitable in their contribution to managing these assets for the future.

3. BENEFITS OF THE PROPOSED CHANGES.

- 3.1 Changing spaces from Long Stay to Short Stay will encourage greater turnover of vehicles and thus create more parking opportunities in support of local businesses in the centre of town.
- 3.2 Those wishing to park for longer periods of time will continue to be able to use Long Stay spaces that are currently available at other car parks within Totton.
- 3.3 This proposal would bring Totton in line with all other Towns and Parishes where charging for car parking has been working well for many years, with residents very satisfied with the value and flexibility of the Councils Parking Clock Scheme, where for £25 a year you can park for up to 3 hours, 365 days of the year in town centre car parks.

4. CONSULTATION

- 4.1 Prior to the proposed Amendment Order coming into force a statutory consultation process will be undertaken and the consent of the Highway Authority (HCC) sought.
- 4.2 This consultation process will take the form of an advertisement in the local press, the Council's Web Site and with targeted correspondence with nominated consultees.
- 4.3 Notices will also be placed in those car parks affected by the proposed changes.
- 4.4 It is proposed that the parking charges at the Civic Centre and Westfield Road car park would commence from 1 January 2021.

5. FINANCIAL IMPLICATIONS

- 5.1 It is estimated that making these two car parks pay and display will produce enough revenue to cover business rates, maintenance and enforcement costs.
- 5.2 It is expected that there would be a high proportion of locals using the parking clocks to pay to park with 80% parking clock usage, this would leave a ticket machine income of around £75,000 with additional parking clock income (based on 200 short stay clocks at £25.00 each) added this would leave a predicted total income of circa £80,000 per year.

6. ENVIRONMENTAL, CRIME & DISORDER AND EQUALITY & DIVERSITY IMPLICATIONS

- 6.1 It is expected that the proposal will continue to support the town centre economy by providing enough short stay parking in the centre of the town whilst maintaining the provision of Long Stay spaces which will encourage commuter parking thus reducing emissions in the Totton area.

7. RECOMMENDATION

- 7.1 That a draft amendment to the District of New Forest (Off-Street Parking Places) Order 2005, be advertised to the effect that the spaces in the car parks detailed at paragraphs 1.2 to 1.4 of this report, be designated for short stay (maximum waiting period 3 hours no return within 2 hours) and that charges be introduced as per paragraphs 1.2 and 1.3 in Civic centre and Westfield Road car parks.

8. PORTFOLIO HOLDER ENDORSEMENT

I have agreed to the recommendation of this report.

CLLR E J HERON

Sign:

Date: 11 September 2020

For Further Information Please Contact:

David Hurd
Enforcement Manager
Tel (023 8028 5322)
e-mail: david.hurd@nfdc.gov.uk

Colin Read
Executive Head of Operations
Tel (023 8028 5310)
e-mail: colin.read@nfdc.gov.uk

Date on which notice given of this decision – 11 September 2020

Last date for call-in – 18 September 2020

NEW FOREST DISTRICT COUNCIL

**DISTRICT OF NEW FOREST (OFF STREET PARKING PLACES)
(AMENDMENT) (NO. 3) ORDER 2020**

DRAFT

DISTRICT COUNCIL OF NEW FOREST

DISTRICT OF NEW FOREST (OFF STREET PARKING PLACES) (AMENDMENT) (NO 3)

ORDER 2020

The District Council of New Forest, in exercise of its powers under Sections 32 and 35 and Part IV of the Road Traffic Regulation Act 1984 (“the Act”) and all other enabling powers, and with the consent of the County Council of Hampshire in accordance with s.39(3) of the Act, and after consulting the Chief Officer of Police in accordance with Part III of Schedule 9 of the Act, hereby makes the following Order:

1. Commencement and Citation

This Order will come into effect on the [] day of [] 20[], and may be cited as the District of New Forest (Off Street parking Places) Amendment (No 2) Order 2020.

2. Interpretation

Interpretation of this Order shall be provided in Article 3 of the District of New Forest (Off Street Parking Places) Order 2005 (“the Principal Order”).

3. Amendments

The Principal Order shall be amended as follows:

- (i) In the Schedule, Part II by deletion of the entry relating to ‘Winsor Road (part) – that area of the parking place shown as long stay on Drawing No. 11695/1A’.
- (ii) In the Schedule, Part II by amending the entry relating to ‘Winsor Road (part) – that area of the parking place shown as short stay on Drawing No. 11695/1A’ so that it states:

Situation of Parking Places	Classes of Vehicle	Position in which Vehicles Must Wait	Prescribed Hours of Operation	Charge		Maximum Period for Which Vehicles May Wait
				Price	Period	
Winsor Road, as shown on Drawing No. 11695/61	All vehicles except:- (a) goods vehicles of gross vehicle weight exceeding	Wholly within a parking bay where marked out or where parking bays are not marked out in straight lines so as not to impede access to or	All hours	£1.00 up to 1 hour £2.00 up to 2 hours	Between the hours of 8.00 a.m and 6.00 p.m every day	Between the hours of 8.00 a.m and 6.00 p.m maximum stay 3 hours

	3.5 tonnes and (b) passenger vehicles adapted to carry more than 12 passengers exclusive of the driver	departure from other parts of the parking place		£2.50 up to 3 hours		No return within 2 hours
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(iii) In the Drawings contained in the Car Park Plans in the Principle Order, by replacing drawing 11695/1A with drawing 11695/61.

(iv) In the Schedule, Part II after the entry relating to 'Rumbridge (part) – that area of the parking place shown as 20 hour maximum waiting period on Drawing No. 11655/26' by inserting:

Situation of Parking Places	Classes of Vehicle	Position in which Vehicles Must Wait	Prescribed Hours of Operation	Charge		Maximum Period for Which Vehicles May Wait
				Price	Period	
Civic Centre, as shown on Drawing No. 11695/62	All vehicles except:- (a) goods vehicles of gross weight exceeding 3.5 tonnes and (b) passenger vehicles adapted to carry more than 12 passengers exclusive of the driver	Wholly within a parking bay where marked out or where parking bays are not marked out in straight lines so as not to impede access to or departure from other parts of the parking place	All hours	£1.00 up to 1 hour £2.00 up to 2 hours £2.50 up to 3 hours	Between the hours of 8.00 a.m and 6.00 p.m every day	Between the hours of 8.00 a.m and 6.00 p.m maximum stay 3 hours No return within 2 hours
Westfield Road (part) - that area of the parking place shown as short stay on Drawing	All vehicles except:- (a) goods vehicles of gross weight exceeding	Wholly within a parking bay where marked out or where parking bays are not marked out in straight lines so as not to impede access to or departure from other	All hours	£1.00 up to 1 hour £2.00 up to 2 hours £2.50 up to	Between the hours of 8.00 a.m and 6.00 p.m every day	Between the hours of 8.00 a.m and 6.00 p.m maximum stay 3 hours

No.11695/6 3 Rev.1	3.5 tonnes and (b) passenger vehicles adapted to carry more than 12 passengers exclusive of the driver	parts of the parking place		3 hours		No return within 2 hours
Westfield Road (part) - that area of the parking place shown as long stay on Drawing No.11695/6 3 Rev.1	All vehicles except:- (a) goods vehicles of gross vehicle weight exceeding 3.5 tonnes and (b) passenger vehicles adapted to carry more than 12 passengers exclusive of the driver	Wholly within a parking bay where marked out or where parking bays are not marked out in straight lines so as not to impede access to or departure from other parts of the parking place	All hours	£1.00 up to 1 hour £2.00 up to 2 hours £2.50 up to 3 hours £3.00 up to 4 hours £4.00 up to 5 hours £5.00 up to 20 hours	Between the hours of 8.00 a.m and 6.00 p.m every day	20 hours

- (v) In the Schedule, Part III by the deletion of the entries relating to 'Westfield – as shown on Drawing No. 11655/21' and 'Civic Centre – as shown on Drawing No. 11655/42'.
- (vi) In the Drawings contained in the Car Park Plans in the Principle Order, by replacing drawing 11655/42 with drawing 11695/62 and by replacing drawing 11655/21 with drawing 11695/63 Rev.1

Dated:

Authorised signatory.....

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EXTRACT FROM UNCONFIRMED MINUTES OF THE ENVIRONMENT OVERVIEW AND SCRUTINY PANEL MEETING HELD ON 15 OCTOBER 2020

80 CALL-IN REQUEST - CHANGES TO SHORT AND LONG STAY SPACES IN WINSOR ROAD, CIVIC CENTRE AND WESTFIELD ROAD CAR PARKS AND THE INTRODUCTION OF CHARGES IN CIVIC CENTRE AND WESTFIELD ROAD CAR PARKS, TOTTON

A statement was read out at the beginning of this item on behalf of Deborah Burrows, Healthy Pet Store, Totton in relation to the introduction of parking charges at the Westfield Road car park.

The Environment Overview and Scrutiny Panel considered the call-in request from Cllr Rackham, in relation to a Portfolio Holder decision to make changes to three car parks in Totton, which included the introduction of car parking charges in the Civic Centre and Westfield Road Car Parks.

The Panel heard from Cllr Rackham as well as Cllrs Davis, Penman and Russell on the importance of Totton, how it was unique to other areas of the forest and should be treated differently. It was highlighted that due to the geographical location in Totton retailers needed to compete with businesses located outside of the District Council area, for example Shirley High Street and Hedge End. It was not practical for some local residents to walk to the centre of Totton. It was felt that the introduction of charges would impact negatively on the local economy and for employees on a lower wage or worked part time. Totton also provided important facilities such as a community centre, a library dialysis unit, stroke club and GP surgery and the users of these facilities benefitted from the free car parks. It was therefore requested that the Portfolio Holder reconsider his decision.

The Panel expressed their views, noting that other areas of the forest did not provide free car parking and that it was inequitable and unfair that other areas should subsidise those car parks in Totton which were currently free. It was noted that there was a cost to “free” car parking and that the residents of Totton had been paying towards the cost of the car parking, regardless of whether they used these car parks. The majority of panel members supported the Portfolio Holder decision to introduce car parking charges in the Totton car parks.

An alternative view was expressed by some members of the Panel raising concerns about the hardship additional charges would place on people, particularly during the national pandemic and that the views of the local District Councillors who had raised concerns should be considered.

Councillor Edward Heron, Portfolio Holder for Planning and Infrastructure was present and addressed the Panel having heard the views expressed at the meeting. He spoke of the importance for all areas of the forest to be treated equally and all were unique in their character. The economy of local towns in the forest needed to compete with other areas, for example, New Milton with Christchurch and Ringwood with Castlepoint, Bournemouth so this issue was not unique. Free car parking did not encourage more environmentally friendly options such as walking or bus travel. The Council’s car parking clock was available to purchase by both residents and non-residents and offered good value for money, noting that a short stay parking clock, used once a week cost 18p an hour. He did not feel this was a disincentive to use the car parks in Totton. Having heard the discussions at the meeting, he reported he had not heard anything to change his view on the decision he had made.

The Panel concluded the following:

- i) that the decision was within the Council’s policy and budget; and

- ii) that it was not necessary for the policy and budget to be reviewed as a result of the decision; and
- iii) that the Portfolio Holder decision taken on 11 September in relation to short and long stay spaces and to introduce charges to car parks in Totton was supported.

The Panel noted that a summary report of the Panel's considerations and conclusions would be presented to the Leader of the Council and the next meeting of Council, in line with the Council's constitution.

ENVIRONMENT OVERVIEW AND SCRUTINY PANEL – 14 JANUARY 2020

GUIDE TO PERFORMANCE SPECIFICATIONS AND STANDARD DETAILS FOR PUBLIC ACCESSIBLE SPACES FOR PROJECT AND DEVELOPMENT DELIVERED THROUGH PLANNING

1. INTRODUCTION

- 1.1 New Forest District Council, as local planning authority, delivers new green spaces as part of residential development schemes for the benefit of existing and future residents, and communities. These green spaces play an important role in providing informal and formal public open space, including play areas and recreational space to reduce the need to travel specially to more sensitive area of the New Forest.
- 1.2 It is important that these spaces are fit for purpose, well designed and implemented to a high quality, with durable, well-constructed features and assets that are maintainable.

2. PURPOSE OF THE GUIDANCE

- 2.1 The purpose of the guidance document “A Guide to Performance Specifications and Standard Details for Public Accessible Spaces” is *“To set out the required standards and specifications for infrastructure elements within publicly accessible spaces required as part of planning permission”*.
- 2.2 The document has the status of a technical guidance document. The performance specification and details are not exhaustive but set a base line for the minimum requirements for the various landscape components and elements that will be expected to be delivered as part of meeting conditions of a planning permission to ensure that a high quality development is delivered.
- 2.3 The guidance is not intended to limit the design opportunities for high quality development. There will be circumstances where a bespoke or improved alternative design solution may be agreed.

3. STRUCTURE OF THE DOCUMENT

- 3.1 The full draft document is set out as Appendix 1. It is divided into two sections;
 - Performance specification – A way of defining what outcome is required without giving all the detail, leaving others the potential to innovate how this is delivered.
 - Detail design drawings – A prescriptive specification outlining how the elements are to be constructed.

4. CONCLUSIONS

- 4.1 This guidance document has an important role to play in ensuring that through the planning process a base level of design and construction quality is achieved in the delivery of publicly accessible green spaces as part of new residential development across the district.

4.2 Comments from the Environment Overview and Scrutiny Panel will inform advice to the Portfolio Holder. Officers will consider the need for any revisions before seeking a Portfolio Holder decision on the document.

5. FINANCIAL IMPLICATIONS

5.1 There are no cost implications for the Council. Overall, the recommended technical specifications set out in the document should reduce overall management and maintenance costs no matter who is responsible for doing the work.

6. CRIME & DISORDER IMPLICATIONS

6.1 No programme-specific implications.

7. ENVIRONMENTAL IMPLICATIONS

7.1 Implementation of this guidance will help ensure good quality design and sustainability.

8. EQUALITY & DIVERSITY IMPLICATION

8.1 Inclusive design will ensure the needs of all sectors of the community are addressed.

9. DATA PROTECTION IMPLICATIONS

9.1 No programme-specific implications.

10. RECOMMENDATIONS

10.1 That the Environment Overview and Scrutiny Panel consider the proposed guidance and provide comments.

For Further Information Please contact

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BACKGROUND PAPERS

Published documents

New Forest District outside the New Forest National Park

**A Guide to Performance Specifications and Standard Details for
Public Accessible Spaces**

Cutdown Draft

November 2020

1.0 Introduction

1.1 The Purpose of this Document

To set out the required standards for elements within publicly accessible spaces provided as part of planning permission

- 1.1.1 All new publicly assessable spaces created as part of a development should be designed and implemented to a high quality, with durable, well-constructed features and assets that are maintainable.
- 1.1.2 The performance specifications and details are not exhaustive but set a base line for the minimum requirements for the various landscape components and elements of schemes.
- 1.1.3 This document is not intended to limit the design opportunities for high quality development. There will be circumstances where a bespoke or improved alternative design solution may be agreed.

1.2 Structure of this document

1.2.1 Performance Specification

This section sets out NFDC's minimum performance requirements.

1.2.2 Detailed design elements

This section sets out NFDC's standard construction details and design elements. These construction details will provide certainty regarding the employment of appropriate materials and construction methods to ensure that they meet the design and quality standards required by the Council

2.0 Performance Specifications

2.0.1 Detailed landscape proposals / frameworks for publicly accessible spaces need to consider a wide range of assets and elements. The following section sets out NFDC's expectations and signposts other relevant guidance.

2.1 Existing Ecological Assets

2.1.1 Landscape proposals / framework will need to consider and where appropriate improve existing habitats and meet NFDC's ecological standards. [Refer to emerging ecology guidance.](#)

2.2 Tree Retention

2.2.1 Any landscape work will need to meet NFDC's tree standards. [Refer to NFDC's Tree Protection and Development Guidance.](#)

2.3 Proposed Planting

2.3.0 Plant species should be carefully considered, being appropriate in scale for its setting and maximising its long-term benefits. NFDC's preference is for species native to Britain, to optimise biodiversity and perpetuate the existing local character. Occasionally ornamental species may be required to underpin landscape character and/or create a sense of place, offering landmarks or visual connections and legibility.

2.3.1 Proposed Planting - Trees

- 2.3.1.1 New pioneer woodland, new mixed woodland and the enhancement of existing woodland groups and tree stands need to be shown in the proposals. The main aim of woodland groups are as amenity asset to walk amongst and offer an enhanced habitat.
- 2.3.1.2 For individual trees or smaller groups, a three-tier strategy for specimen planting should be clearly shown, ensuring each has the right conditions and space to reach maturity:
- Significant species trees selected from woodland climax species and given enough space to grow to maturity. These should be strategically located within the layout to form a long term and defining characteristic of the neighbourhood.

- Medium species trees which are intended to soften impacts through presence on skyline, definition of spaces or streets or through separating and creating a foil between activities.
- Smaller or lighter canopied trees which offer a more transient amenity, or for variety and colour within confined spaces, or as part of community orchards or edible landscape. It is expected that the designer will combine all the tree planting types as an intrinsic and defining part of a landscape strategy.

2.3.1.3 Developers should be aware of the [Council's corporate tree strategy.](#)

2.3.2 Proposed Planting – Grasslands

- 2.3.2.1 Amenity grassland (short sward grass) will be where activity and views are often focussed. Highlights of schemes where a central green or a high-quality margin is needed or where low-key sports and games are expected (in a non-club setting), will usually have this type grassland. The aim is to offer active use of grassland suitable for a variety of purposes including informal games, walking, picnicking or sitting out.
- 2.3.2.2 Amenity grassland (longer sward grass) will be where a path or road margin needs to be kept clear, where margins of meadow need to offer an appearance of care and definition or where occasional summer clearings or paths need to be mown out to improve access within more natural settings. The idea is to keep the grass tidy, offering a consistent year-round green setting and invite low key uses. There may be occasion to combine this with drifts of bulb planting
- 2.3.2.3 Species rich grassland should be used where the opportunity arises to create a varied meadow through new seeding. Areas where topsoil is stripped off or existing soils are of poor nutrient quality will suit. Such areas might be created in margins to woodland or as part of dry SuDS schemes, embankments or sloping ground where re-profiling is part of the design. The aim should be to create a diverse grassland species mix including wildflower content that is not only valuable to birds and insects but offers seasonal colour. Occasionally plug

planting or the use of bulbs will be needed to ensure a strong enough impact.

2.3.2.4 Rough meadow grassland may be appropriate in areas where a wilder more natural aesthetic can predominate. Enhancing the species diversity of existing grasslands will be the aim for the same purposes as species rich grassland above. Altering soil condition and nutrient levels through management will be important to create favourable conditions and encourage diversity e.g. removal of arisings, use of yellow rattle.

2.3.3 Proposed Planting - Shrub and Perennial

- 2.3.3.1 Hedges will be needed to define spaces or margins and create diverse boundaries. Mixed native shrub and tree species should offer diversity for seasonal colour and wildlife benefits. Occasionally there may be a need for ornamental hedges in more highly maintained areas. Typically, three types:
- A typical field hedge type species mix for defining spaces and creating barriers
 - A similar mix with a greater proportion of evergreen species to retain the screening qualities throughout the seasons
 - A low thorn mix omitting some of the most severe thorn species for use alongside playgrounds or alongside paths, cycle ways and entrances.
- 2.3.3.2 Existing hedgerows that are to be retained should be clearly identified and will need specialist management operations to bring them into a condition whereby they fulfil one of these three roles.
- 2.3.3.3 Each hedge should be robust enough to defend a boundary at maturity, designed to be maintained at either chest height or head height. Depending upon whether it is intended to block views or define boundaries whilst retaining views.
- 2.3.3.4 Other shrub areas will be small elements of amenity planting close to areas of activity or where more formal aspects of the layout demand a more highly maintained or colourful highlight.
- 2.3.3.5 Areas of amenity perennials may be used to augment amenity shrub planting. These should be kept to species which are robust in the public realm and which require a

low level of maintenance. Grasses and bulbs are expected to form the majority of such groupings.

2.3.4 Proposed planting - Wetland and Waterside

- 2.3.4.1 The planting will should be designed so that it is either a mixture of non-woody perennials, periodically cut down to low levels or is a permanent and evolving margin with a more detailed management schedule. On shallow slopes it should offer diversity, seasonal colour and texture but allow rubbish removal and clear cutting. Some margins will need to employ planting to discourage access and alert the user to the presence of water, discouraging children. Steeper slopes need careful consideration as they will be difficult to manage.

2.4 Routes (and hard surfacing)

- 2.4.1 The landscape proposals / framework should set out the hierarchy of routes as a component of the design. The performance of each tier of that hierarchy will require the use of appropriate widths, materials and edgings to define and cater for its purpose. Routes should be either tarmac or self-binding hoggin surfaces however mown paths are acceptable where only seasonal use is expected. A choice of edge constraints to offer strength and durability as well as a sense of quality and character are described in section 3.4. Routes should be suitable for everyone and gradients should be Disability Discrimination Act compliant unless alternative acceptable routes are to be provided or shown to be available.

2.5 Boundaries and Gateways

- 2.5.1 Publicly accessible spaces should generally be welcoming and unfenced. However, definition for such spaces should be made clear by using appropriate features to define public/private spaces, edges and differing uses or intensity of activity. Where gates are required to provide defined points of public access, and where spaces are enclosed, access for maintenance will also be required. A choice of boundary types and gates is described in section three. Where boundaries are close to streets and active areas or where they are adjacent to areas of frequent grass cutting, any vertical structures will need to include mowing margins or be placed within the edge constraint or material of an adjacent hard surface.

- 2.5.2 Where boundary structures are only required to prevent vehicle encroachment, a bund and ditch combination should predominate, taking the place of unnecessary rows of bollards or fences that would otherwise be visually detrimental.

- 2.5.3 Where off lead dog areas are close to roads or carparks boundary structures may be required however these areas should normally be situated well away from vehicles.

2.6 Furniture and Facilities

- 2.6.1 Seats and benches should be comfortable and visually attractive. They should be constructed from sustainably sourced hardwood or a combination of other durable materials. Each seat or bench needs to have a hard-surfaced plinth constructed from mortar jointed blockwork on concrete base with integral steel lugs to bolt to timber legs making the replacement of seats a simple matter of cutting off and re-bolting the new product.

Opportunities for bespoke seats and benches at key locations may be appropriate, especially where they include involvement by the local community in artwork and design.

Part 3 describes a preferred choice of seat types.

- 2.6.2 Landscape proposals / framework should create landscape features which encourage people to meet, sit and even provide landmarks and destination points of interest. These can be formed from stone or boulders, logs or timber, or use the landform. Designers should assess hazards inherent in their designs, reducing risk of injury by ensuring that features appear as naturally as possible so that users make their own risk assessment as to how they might use it, and don't expect higher degrees of maintenance than might be practical.

- 2.6.3 The Council operates a combined system for dog waste and litter. Each bin should be aesthetically appropriate in the landscape and include a robust and smart plinth to allow mowing close alongside. Part three offers approved manufacturers and required details.

2.7 Interpretation and Signage

- 2.7.1 Should meet NFDC's signage standards. [Refer to emerging signage guidance.](#)

2.8 Water and Drainage Features

- 2.8.1 A green infrastructure approach to the provision of open green spaces offers an opportunity to integrate the policy requirements for managing surface water from new residential developments in the form of above-ground Sustainable Drainage System (SuDS) features such as ditches, swales, storm water storage areas and ponds.
- 2.8.2 Such SuDS features should be included in the layout and landscape frameworks and may be included in the layout of public open space provided that they enhance landscape character, optimise biodiversity, and offer amenity and play opportunities. It is preferable that such features are above ground.
- 2.8.3 There are many issues that will require detailed consideration in the adoption and ongoing management of SuDS features: where they are proposed, careful attention to detail is required to ensure that safety is properly considered as part of an accessible public space and so that they can be adopted and managed as a positive part of the green infrastructure. A full maintenance proposal (including access) for such features should be provided as part of any planning application.
- 2.8.4 Where features (such as simple underground storage tanks for highway drainage) are not acceptable within the public open space calculations, they will still need to be designed in sympathy with the wider landscape. For maintenance purposes such spaces fall outside of the scope of this document. However, there may still be the opportunity for the Council to adopt or manage them, but this must be through separate negotiation

2.9 Play Spaces and Play Facilities

- 2.9.1 Defined play spaces are expected to be integral to open green spaces. Refer to emerging Design Guidance for Children's Play. [Refer to emerging Play Space and Facilities guidance.](#)

3.0 Standard Elements and Details

- 3.0.1 Many of the built features will be the same across different sites and therefore standard design details are provided. Many of the soft landscape components, when combined, will have similar management aims to create structured, attractive and colourful amenity that also benefits wildlife.
- 3.0.2 It is not the Council's intention to be unnecessarily prescriptive and each element may be substituted by agreement provided that the performance criteria and the aims of the Council are adhered to (alternative details may be subject to additional maintenance costs).

3.2 Proposed Planting

Optimising biodiversity as well as amenity through planting, by a combination of habitat types and sensitive species selection. A planting plan will be required indicating species, stock size and densities, distribution or mixes, preparation treatments, mulching, pest protection and staking where necessary, including details of grass seed mixes and sowing rates for open areas subject to mowing or cutting:

Bio security of plant material is an increasing concern, especially for imported planting stock. Evidence of provenance may be required together with certification of clean stock.

Reference	Habitat type or detail feature
Proposed planting - trees	
T1	Pioneer woodland
T2	Mixed woodland planting
T3	Complex mixed woodland planting
T4	Individual standard tree planting
Proposed planting – grasslands	
G1	Amenity grassland -short grass sward
G2	Amenity grassland - longer grass sward
G3	Special cut areas - embankments, path margins
G4	Species rich grassland and wildflower meadow – specifically created with low fertility soils etc.
G5	Existing rough grassland - tall grass with some wildflowers coming through – allowing existing grassland to grow tall
G6	Grass sports pitches
Proposed planting - shrub and perennial	
S1	Hedgerows - new native
S2	Hedgerows - existing native
S3	Hedgerows - new ornamental
S4	Tall hedges

S5	Ornamental shrub planting
S6	Ornamental perennial planting
Proposed planting - wetland and waterside	
S7	Stream and riverside vegetation
S8	Wetland Habitat

3.4 Routes (and Hard Surfacing)

Which are attractive, safe and maintainable - pedestrian, cycle and occasionally bridleways links. The dimensions, materials, edge constraints and transition points (surface changes), as well as any bridges, boardwalks or other special sections:

Reference	Habitat type or detail feature
R1	Paths Tarmac (pedestrian and cycleways only)
R2	Paths Tarmac (vehicle)
R3	Paths Pedestrian path using 'no dig' construction
R4	Paths Hoggin footpath, no edgings, variable widths
R5	Paths Hoggin paths with timber edgings
R6	Paths Bridleway 3m path
R7	Transition detail Tarmac to hoggin path
R8	Paths Pedestrian small unit paving areas
R9	Edgings Conservation kerb
R10	Edgings PCC edging and feature conservation edging
R11	Edgings 38mm timber edging
R12	Standard boardwalk
R13	Boardwalk with Handrails
R14	Culvert Single or multiple pipe
R15	Footbridge Proprietary hardwood footbridge
R16	Footbridge Light duty GRP deck...
R17	Steps Hardwood timber substructure to slope, gravel infill

3.5 Boundaries and Gateways

To deter car encroachment, protect children or animals from hazards; to define or protect planting areas; or to define the edges of the site and internal boundaries. The construction, materials and dimensions of the boundary feature as well as end points, corner features, entry gaps and gates

Reference	Habitat type or detail feature
B1	Fencing 1.2m high hooped top railing
B2	Fencing Traditional continuous bar estate railing
B3	Fencing Temporary plant protection – post and mesh
B4	Fencing Temporary plant protection – post and wire
B5	Fencing Timber post and mesh fence with top rail
B6	Fencing Cleft chestnut post and rail
B7	Fencing Hardwood post and rail, with optional mesh
B8	Fencing Knee rail
B9	Gateway Badger gates
B10	Gateway Pedestrian timber
B11	Gateway Pedestrian steel
B12	Gateway Vehicular timber
B13	Gateway Vehicular steel
B14	Gateway Pedestrian steel RADAR kissing gate
B15	Gateway Bollards
B16	Gateway Collapsible bollards
B17	Gateway Dragons teeth
B18	Gateway Ditch and bund combinations

3.6 Furniture, Features and Signage

Details of seating, bins, lighting where necessary, signage (of routes) and interpretation of the Recreational Mitigation features.

Reference	Habitat type or detail feature
F1	Seating Hardwood timber seat or bench
F2	Boulders Rounded profile
F3	Boulders and logs
F4	Combined litter and dog waste bins
F5	Cycle parking stands
F6	Interpretation board
F7	Waymarker sign
F8	Totem pole/entrance feature/ sign
F9	Notice boards
F10	Instructional signs (eg dog gym)

3.7 SuDS and Watercourses

Details of depths, gradients and finished levels of water courses, ditches, holding ponds, scrapes and swales, as well as details of any pipework, culverts or outflows. Including any underground encumbrance such as traditional soakaways or crated surface water storage feature, in gardens, green space on streets or within open green space: the locations and predicted restrictions of any otherwise unavoidable underground pipe, cable or tank as well as details and finished levels of access covers.

Reference	Habitat type or detail feature
W1	Outflow Small unit paver
W2	Outflow Brick retaining structure and concrete pipe
W3	Outflow Sleeper and boulder seepage outfall
W4	Typical dry swale
W5	Typical wet swale
W6	Typical filter and infiltration drains
W7	Damming structure
W7	Safety rails
W8	Dry pond banks
W9	Wet pond banks

3.8 Play Facilities

Details of play equipment, surfaces, activity and fall zones, as well as details and sections explaining informal enhancements of landscape for play purposes e.g. banks, dips, boulders, logs or even tree trunks which are to be placed as part of a defined play area.

Reference	Habitat type or detail feature
P1	IAS – Bonded Rubber Mulch
P2	IAS – Rubber Crumb Wetpour
P3	IAS – Grass Mats
P4	Green artificial turf style play surface
P7	Signage
P8	Play inspection
P9	Replacement

3.9 General Maintenance Operations

General maintenance tasks applicable to all open green spaces

Reference	Habitat type or detail feature
M1	Weed Control
M2	Litter picking
M3	Sweep roads

Amenity value

The idea that something has worth because of the pleasant feelings it generates to those who use or view it

Biodiversity

The wide variety of plant and animal species in their natural environment

Commuted sum

The estimated cost of maintaining and renewing Open Green Spaces collected via a S106 Agreement

Design and Access Statement (DAS)

A required document of the planning application process outlines the design principles and concepts that have been applied to the development proposals, including access arrangements

Design Elements

The details of the design of the proposed landscape components

Ecosystem services

The benefits provided by ecosystems that contribute to making human life both possible and worth living

Formal Open Space

The provision of sports pitches and associated infrastructure

Green Infrastructure (GI)

A network of multifunctional green spaces and features, urban and rural, which is capable of delivering a wide range of environmental and quality-of-life benefits for local communities and the wider world

Greenfield

Previously undeveloped land

In perpetuity

In a planning context 80 years is considered to be 'in perpetuity'

Informal Open Space

Public Open Space that is provided for informal recreation by all members of a local community, including play areas

Landscape Character

A distinct recognisable and consistent pattern of features in a landscape that makes one landscape different to another

Landscape Components

Individual landscape features that, in combination, are the Green Infrastructure

Landscape Framework

A required document of the planning application process (Local List for Major applications), illustrating existing and proposed green infrastructure

Local Nature Reserve (LNR)

A statutory designation relating wildlife, geology, education or public enjoyment, created by Local Authorities and managed for the natural features which make the site special.

National Planning Policy Framework (NPPF)

Non-Strategic Sites Allocation

Sites allocated for less than 100 homes

Open Green Spaces

The combination of Public Open Space, Recreational Mitigation Land and play areas in all its forms as required by Local Plan policies

Public Open Space

All open spaces that have value to the public for health and recreation purposes

Alternative Natural Recreational Greenspace (ANRG)

The provision of natural greenspace close to people's doorstep forming a desirable alternative to visiting the most sensitive areas of the New Forest National Park and Solent Coast, especially for dog walking.

Sometimes referred to as SANG (Site of Alternative Natural Greenspace) or ANRGS (Alternative Natural Recreational Green Space)

S106 Agreements

Multilateral Legal Agreements used in combination with Planning Permission to secure particular aspects of development, such as financial contributions and transfer of land into public ownership

Site of Interest for Nature Conservation (SINC) or Local Wildlife Site

Non statutory sites of local importance for nature conservation identified by county councils and wildlife trusts and give some level of protection by local planning policies

Strategic Sites Allocation

Sites allocated for 100 or more homes and associated infrastructure

Supplementary Planning Document (SPD)

Additional guidance to support the delivery of Local Plan policies

Sustainable drainage systems (SuDS)

Surface water drainage systems that are designed to reduce or delay runoff by mimicking the way rainfall drains naturally, to reduce flooding risk

Typical native hedge species mix:

Refer to ecological and arboricultural reports to identify site specific species to include that reflect local landscape character, but generally the mix below is suitable for all landscape character types.

Hedgerow trees, predominantly oak, are a feature of local landscape character types - refer to NFDC Landscape Character Assessment (2001) for further details.

Assume locally found, competitive species such as SALIX and SAMBUCCUS will colonise naturally.

Only use TAXUS and CORNUS on chalk or very well drained soils.

Add ULEX in coastal and heathy locations

Trees

QUERCUS Robur Oak 7-15m centres

Shrubs

CRATEGUS monogyna	Hawthorn	30%
PRUNUS spinosa	Blackthorn	20%
CORYLUS avellana	Hazel	20%
ACER campestra	Field Maple	10%
ILEX aquifolium	Holly	10%
ROSA canina	Dog rose	5%
VIBURNUM opulus	Guelder rose	5%

Typical evergreen hedge species mix:

Trees

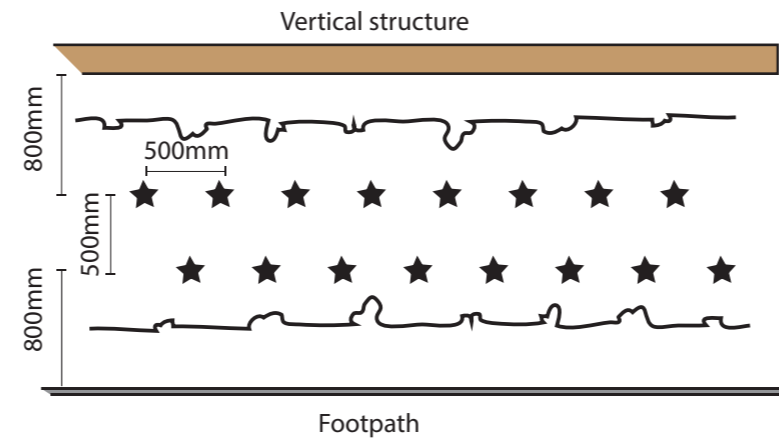
QUERCUS Robur Oak 7-15m centres

Shrubs

ILEX aquifolium	Holly	40%
LIGUSTRUM Vulgare	Privet	40%
VIBURNUM Tinus		20%

Typical no thorn native species mix:

CORYLUS avellana	Hazel	25%
ACER campestra	Field Maple	20%
VIBURNUM opulus	Guelder Rose	20%
LIGUSTRUM Vulgare	Privet	25%
EUONYMUS Europaea	Spindle	10%



Typical planting layout 1:50

Specification

All planting stock to conform to the National Plant Specification, but generally:

Stock Size: 1+2 transplanted whips (90-120cm) or 3litre containerised stock and 10-12cm Standard trees

Density: 4 per linear meter, planted in a double staggered row, 500mm between plants and rows. Trees to be planted at 7-15m centres where required and at each end of the hedgerow.

Species grouping: Plant in groups of 3-7 of same species, distributing evergreen species evenly over total length.

Protection: 600mm clear spiral rabbit guards and post and wire or mesh fence (see B3 and 4), tube guards for standard trees

Planting: Trench planted, ensure trench is wide enough to accommodate spread roots, ameliorate backfill with 50% organic matter

Mulch: 75mm bark much to entire planting trench.

Location: 800mm from adjacent vertical structure and/or 500mm from adjacent hard surface.

Use root barriers where required.

Tag standard trees to easily identify during annual cut.

General Notes:

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- 3 Timber shall be free from splits and twists.
- 4 Units weighing in excess of 20kg must not be handled by a single person. A risk assessment must be carried out to ensure safe handling.

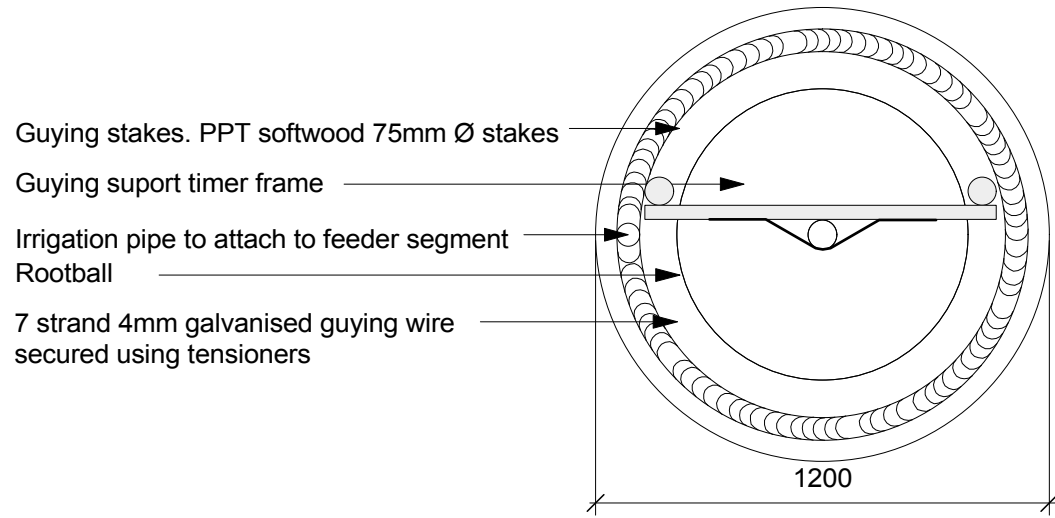


Environmental Design Team Planning Services Appletree Court Beaulieu Road Lyndhurst SO43 7PA 023 80285000

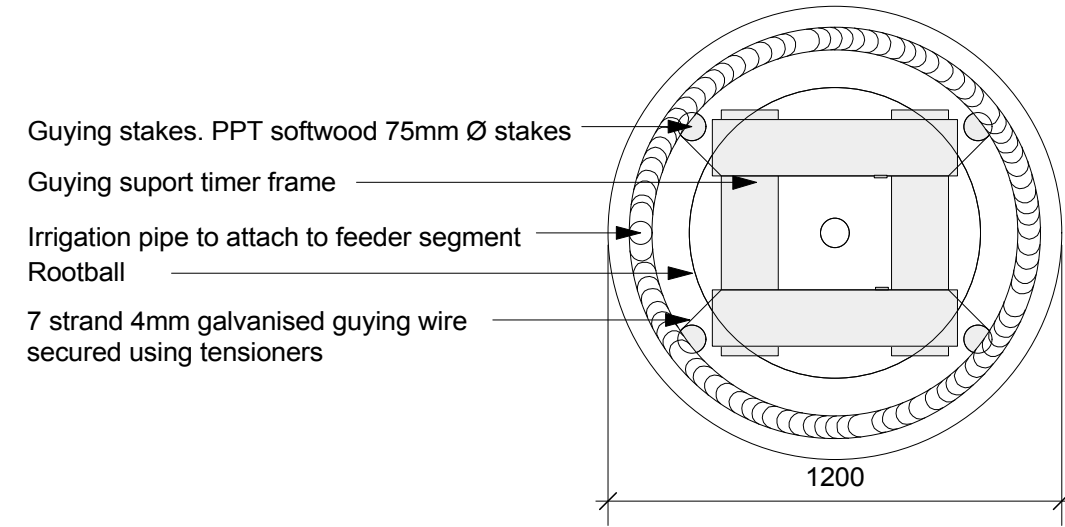
**STANDARD CONSTRUCTION DETAILS
for Open Green Spaces
HEDGEROWS -New Native (with trees)**

NOTES

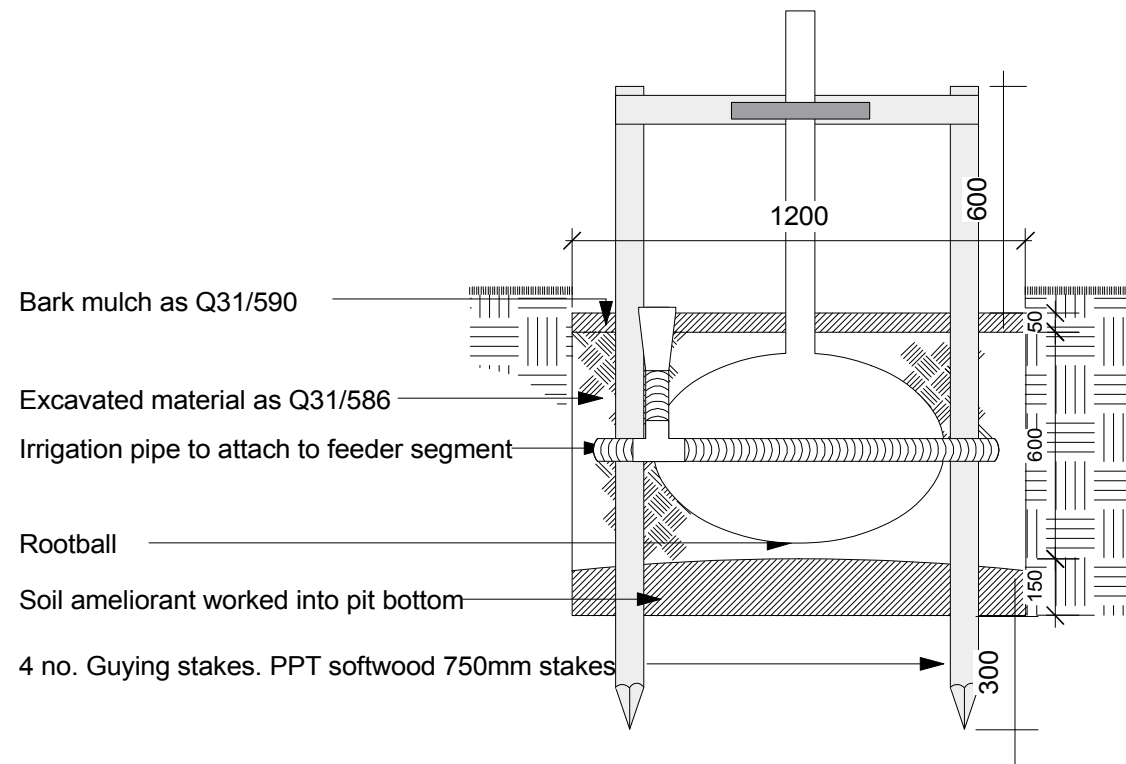
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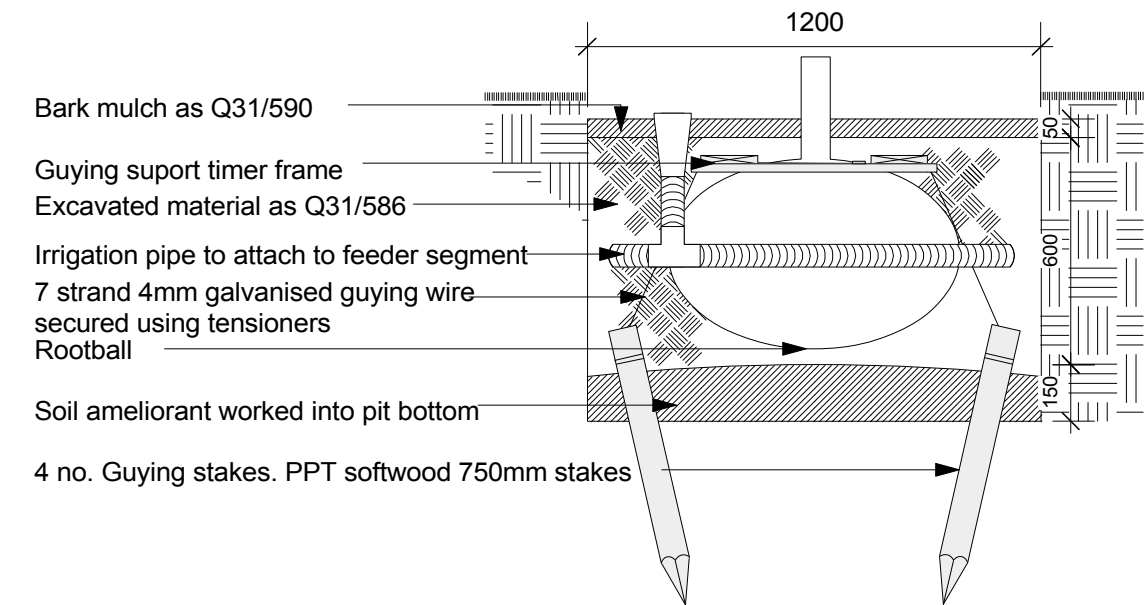
Q31 Typical plan tree pit detail where tree located in soft landscape Scale 1:20



Q31 Typical plan tree pit detail where tree located in soft landscape Scale 1:20



Typical section tree pit detail where tree located in soft landscape Scale 1:20 @ A3
Standard / Extra heavy standard tree



Typical section tree pit detail where tree located in soft landscape Scale 1:20 @ A3
Feathered / semi mature container grown trees

Notes:

1. Stakes should be inserted on the side of the prevailing wind so that the tree is blown away from the stake

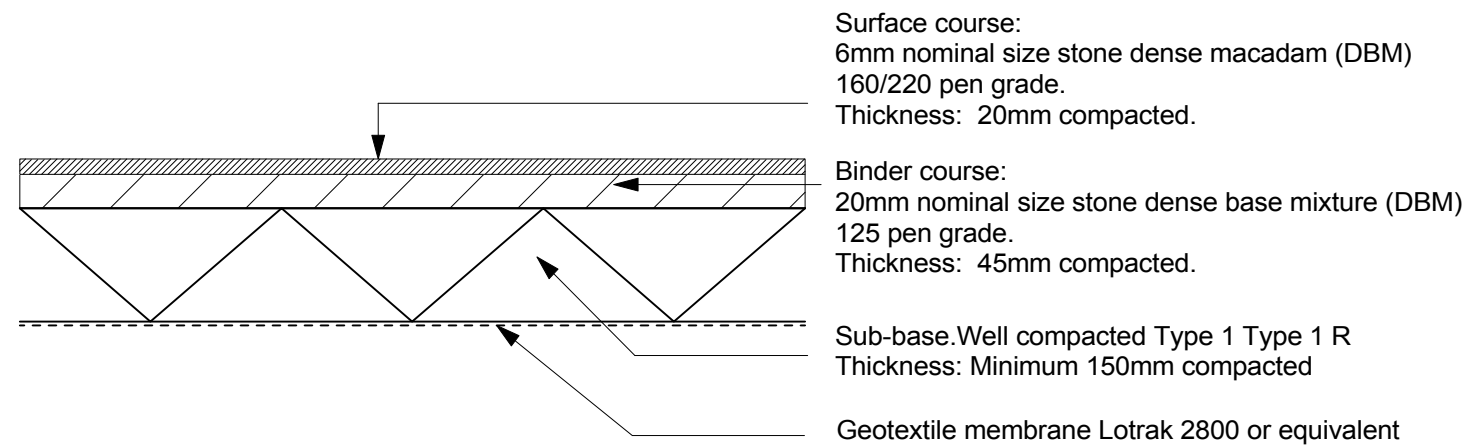
Notes	
1 This drawing is © copyright Hampshire County Council 2013. No unauthorised reproduction permitted. All rights reserved.	3 This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. (100019180), (2013)
2 No dimensions are to be scaled from this drawing	

rev	description	date	by

PROJECT				SHEET CONTENTS	
New Forest District Council				SANG and POS	
Appletree court, Beaulieu Road				Standard Details	
Lyndhurst, Hants. SO43 7PA				Tree pit details	
SCALE	DATE	DRAWN.	CHKD.	DRAWING No.	REVISION
1:20 @ A3	Feb. 2018	GB	--	FILE REF. <i>File name</i>	

DRAFT





R1 Paths: tarmac, pedestrian and cycleway Scale 1:10 @ A3

NOTES:

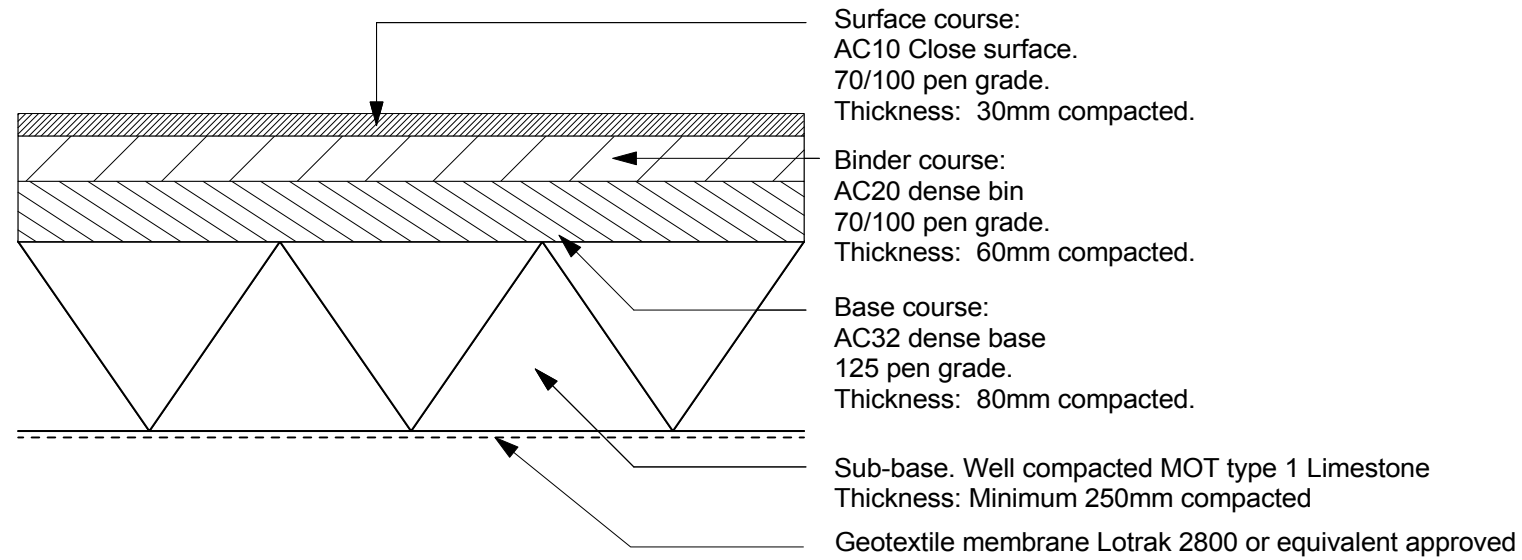
1. Standard width of 1.5m for pedestrian only footpaths, 3.0m wide for footpath / cycleway unless specified otherwise.
2. Materials and workmanship to BS 4987-1 and -2.

General Notes :

1. All units are in millimeters unless otherwise stated.
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4. Units weighing in excess of 20kg must not be handled by a single person. A risk assessment must be carried out to ensure safe handling.

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R2 Paths: Coated Macadam Pavings: Vehicular Scale 1:10 @ A3

NOTES:

1. Materials and workmanship to BS 594987:2007, PD6691:2007 & BS EN 13108

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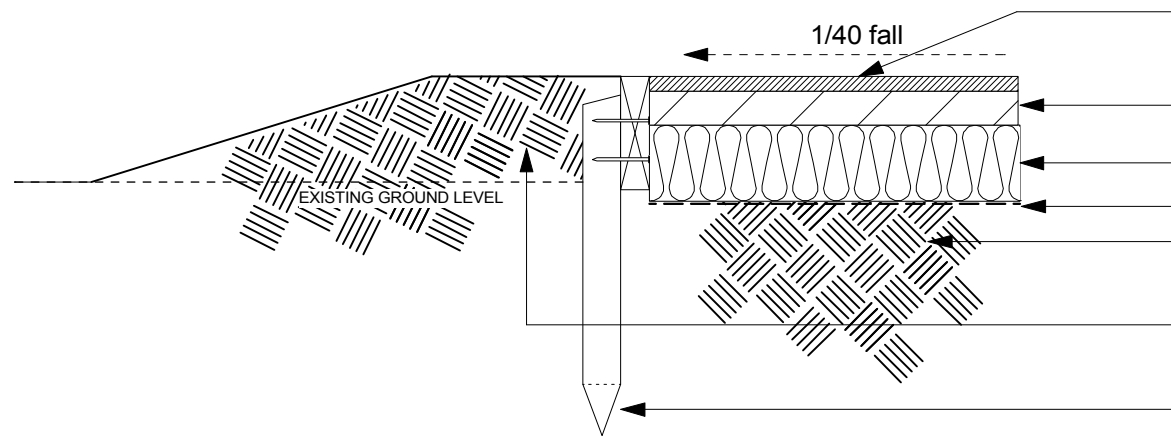
**STANDARD CONSTRUCTION DETAILS
for Open Green Spaces**

PATHS: TARMAC, VEHICLE

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R2



Surface course:
6mm nominal size stone dense macadam (DBM) 160/220 pen grade.
Thickness: 20mm compacted.

Binder course:
20mm nominal size stone dense base mixture (DBM) 125 pen grade.
Thickness: 45mm compacted.

G4 Geoweb (or approved equivalent) 100mm filled with type 1 or approved clean aggregate
Lotrak 200 geo textile (or approved equivalent)
Existing soil. Vegetative layer scrapped off

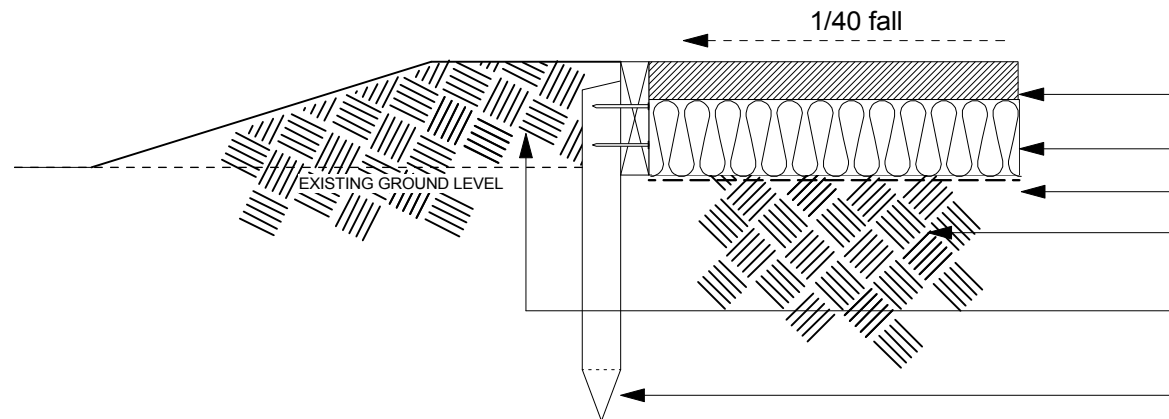
Excavated soil from path, graded, stone picked raked and seeded. Contractor to allow for any imported topsoil necessary to make up levels. Imported topsoil to be premium grade to BS 3882.

Timber edging 38 x 150mm.
50 x 50 x 600mm pegs at 1000mm centres
CCA category C desired service life 20 years
Fixings 2 no. Galvanised wire nails 75 x 3.75mm

R3A. 'No Dig' Bitmac pedestrian path Scale 1:10 @A3

NOTES:

1. Widths of path may vary according to use. Pedestrian only footpaths 1.8m wide, 3.0 wide for footpath / cycleway, unless specified otherwise.
2. Imported topsoil to be premium grade to BS 3882. NO glass will be tolerated within any supplied topsoil. If topsoil is found to contain ANY glass, it will be rejected and be required to be removed from site and be replaced at contractors cost.



Surface course: Hoggin self binding gravel
Thickness: Min. 50mm compacted.
1:40 camber sufficient to shed water

G4 Geoweb (or approved equivalent) 100mm filled with type one limestone
Lotrak 200 geo textile (or approved equivalent)
Existing soil. Vegetative layer scrapped off

Excavated soil from path, graded, stone picked raked and seeded. Contractor to allow for any imported topsoil necessary to make up levels. Imported topsoil to be premium grade to BS 3882.

Timber edging 38 x 150mm.
50 x 50 x 600mm pegs at 1000mm centres
CCA category C desired service life 20 years
Fixings 2 no. Galvanised wire nails 75 x 3.75mm

R3B. 'No Dig' Hoggin self binding gravel pedestrian path Scale 1:10 @A3

NOTES:

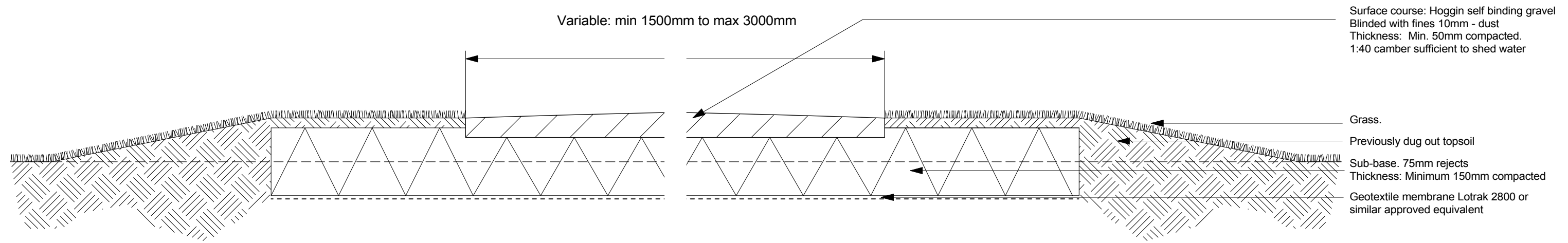
1. Widths of path may vary
2. Imported topsoil to be premium grade to BS 3882. NO glass will be tolerated within any supplied topsoil. If topsoil is found to contain ANY glass, it will be rejected and be required to be removed from site and be replaced at contractors cost.

General Notes :

1. All units are in millimeters unless otherwise stated.
2. Do not scale from this drawing.
3. Timber shall be free of splits and twists.
4. Units weighing in excess of 20kg must not be handled by a single person. A risk assessment must be carried out to ensure safe handling.

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General Notes :

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4. Units weighing in excess of 20kg must not be handled by a single person. A risk assessment must be carried out to ensure safe handling.

Drawn By
HCC
Property Services

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Environmental Design Team Planning Services Appletree Court Beaulieu Road Lyndhurst SO43 7PA 023 80285000

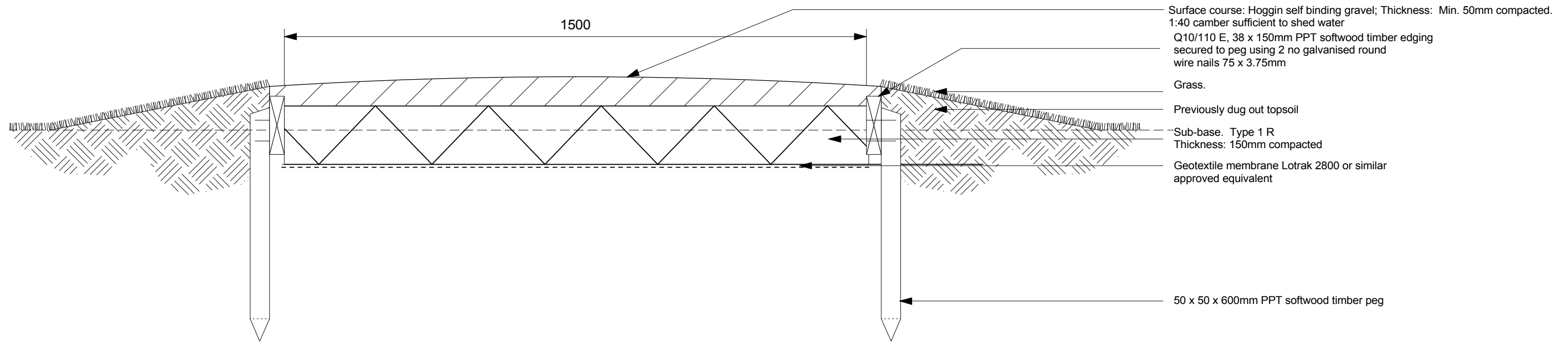
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**STANDARD CONSTRUCTION DETAILS
for Open Green Spaces**

PATHS: HOGGIN WITH NO EDGINGS

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R5 Hoggin self binding gravel: To footpaths Scale 1:10 @ A3

Notes self-binding gravel:

1. Standard widths of 1500mm / 1800mm / 3000mm.
2. Where ground fall is greater than 1:10 allow for granite sett channel at 30 degrees along path length and extending beyond path by 500mm
3. Surface course: 40mm - dust stone with fines (10mm - dust) self-binding gravel supplied from local sources.
4. Construct with falls / camber of 1:40 to allow water to run off. Where used for paths create shallow dome surface.
5. The gravel should be spread onto the prepared foundation using a flat board or the back of a rake. Do not use the prongs of a rake as this may pull the coarse components of the gravel up to the surface. Spread the material out to a depth of approximately 75mm in order to achieve a finished compacted thickness of 50mm.
6. The surface must then be rolled using a roller of similar type to that used for compacting the foundation with the vibratory action of the roller switched on and the area should be continually rolled until fullest compaction is achieved.
7. After this initial laying to cambers and falls it is probable that occasional coarse areas will be evident where segregation of the gravel may have occurred. At this point, fines can be sieved from the main heap of material and scattered onto these coarse areas before being re-rolled.
8. Once a uniform appearance has been achieved the second stage can be undertaken. This is the water rolling of the gravel for which the vibratory action of the roller must be switched off. The object of water rolling this material is to float sufficient fines to the top surface of the gravel to obtain a well-bonded finish.
9. The area should then be allowed to dry out before being opened up to general use, the length of time to allow is dependant on weather conditions, but this can take up to 2 weeks or more.

38mm Timber edging to paths Scale 1:10 @ A3

NOTES:

1. All timber shall be FSC certified (with a full chain of custody) softwood timber.
2. All softwood timber to be Tanalith E Preservative treatment (or similar approved non arsenic treatment) with a desired service life 20 years.
3. All timber cuts shall be liberally brushed with preservative to manufacturers recommendations.
4. All timber shall be free of splits and twists.
5. Where joins and mitres occur the timber shall be carefully finished so that the timbers butt joint tightly.

General Notes :

1. All units are in millimeters unless otherwise stated.
2. Do not scale from this drawing.
3. Timber shall be free of splits and twists.
4. Units weighing in excess of 20kg must not be handled by a single person. A risk assessment must be carried out to ensure safe handling.



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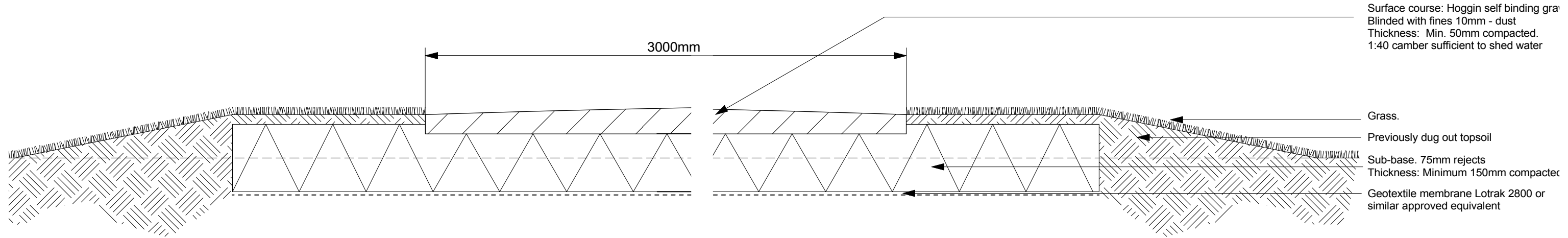
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HOGGIN PATHS WITH TIMBER EDGINGS

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R5



R6 Hoggin self binding gravel: To footpaths Scale 1:10 @ A3

Notes:

Self-binding gravel:

1. Surface course: 40mm - dust stone with fines (10mm - dust) self-binding gravel supplied from local sources.
2. Construct with falls / camber of 1:40 to allow water to run off. Where used for paths create shallow dome surface.
3. The gravel should be spread onto the prepared foundation using a flat board or the back of a rake. Do not use the prongs of a rake as this may pull the coarse components of the gravel up to the surface. Spread the material out to a depth of approximately 75mm in order to achieve a finished compacted thickness of 50mm.
4. The surface must then be rolled using a roller of similar type to that used for compacting the foundation with the vibratory action of the roller switched on. The area should be continually rolled until fullest compaction is achieved.
5. After this initial laying to cambers and falls it is probable that occasional coarse areas will be evident where segregation of the gravel may have occurred. At this point, fines can be sieved from the main heap of material and scattered onto these coarse areas before being re-rolled.
6. Once a uniform appearance has been achieved the second stage can be undertaken. This is the water rolling of the gravel for which the vibratory action of the roller must be switched off. The object of water rolling this material is to float sufficient fines to the top surface of the gravel to obtain a well-bonded finish.
7. The area should then be allowed to dry out before being opened up to general use, the length of time to allow is dependant on weather conditions, but this can take up to 2 weeks or more.
8. Where ground fall is greater than 1:10 allow for granite sett channel at 30 degrees along path length and extending beyond path by 500mm

General Notes :

1. All units are in millimeters unless otherwise stated.
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4. Units weighing in excess of 20kg must not be handled by a single person. A risk assessment must be carried out to ensure safe handling.



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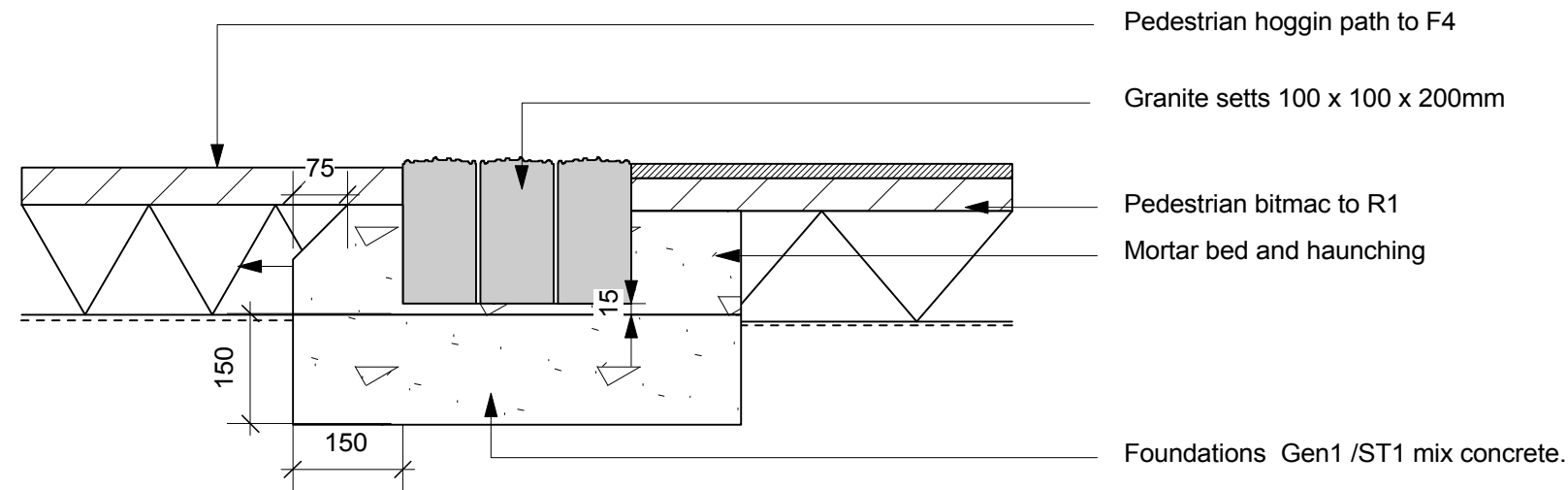
STANDARD CONSTRUCTION DETAILS
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PATH: BRIDLEWAY 3M WIDE

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R6



R7 Granite Setts Scale 1:10 @ A3

NOTES:

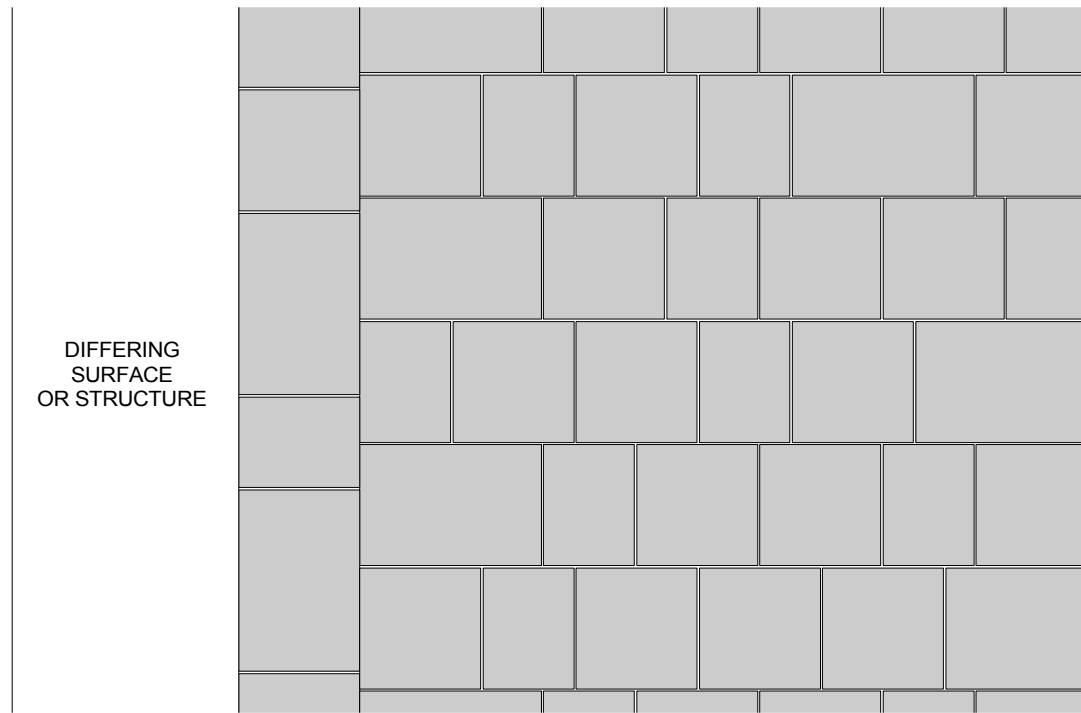
1. Mix ST1 /Gen1 concrete bedding shall be laid on a sub-base and shall be a minimum thickness of 150mm Sub-base shall be excavated where necessary to achieve 150mm thickness. Recompact disturbed sub-base prior to construction of concrete base.
2. Where excavation into the existing surfacing is required a trench shall be excavated of sufficient depth and width to accommodate the complete bed and backing of the edging type scheduled.
3. The sett top shall be flush to adjacent hard surface unless otherwise stated
4. Joints to be a maximum 10mm mortar gap.
5. Upstand tolerance no greater than 6mm across setts and to adjoining surfaces.

General Notes :

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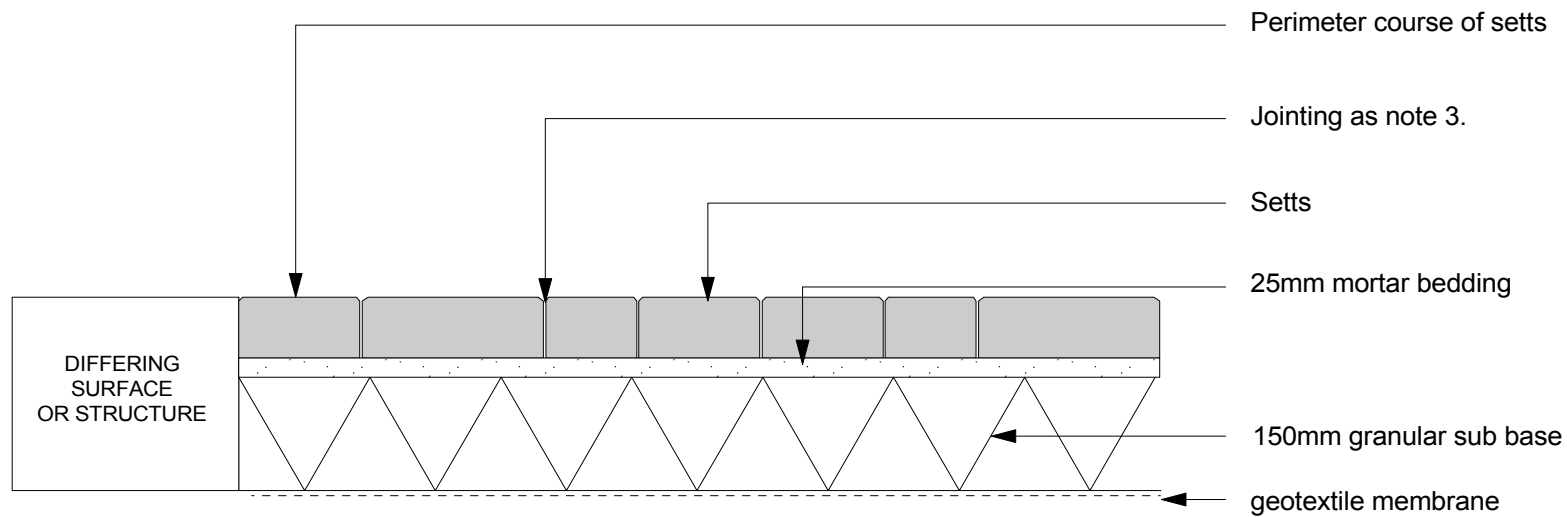


Plan view showing random stretcher bond and perimeter course. (Laying pattern indicative only) Scale 1:10

R8 Small Unit Pavings: To Pavements Scale 1:10

NOTES:

1. Bond to be random staggered. perimeter to have one course running flush to surrounding structures / surfaces.
2. Average depth 25mm mortar bedding shall be laid on a sub-base. Sub-base shall be excavated where necessary to achieve 255mm thickness. Recompact disturbed sub-base prior to construction of paving base. Mortar to be stiff 1:3 cement:sand mix.
3. Joints to be filled with dry 1:3 cement / sand mix. Brush off to leave top of setts exposed and clean.
4. Setts to be silver grey colour. Sizes 240 x 160, 160 x 160, 120 x 160mm. 80mm thick.
5. Mistral Setts obtainable from:
Marshalls
Landscape House, Premier Way, Lowfields Business Park Elland HX5 9HT
Tel: 0845 3020 600. Fax: 0845 3020 www.marshalls.co.uk
Suitable alternatives to be approved.



General Notes :

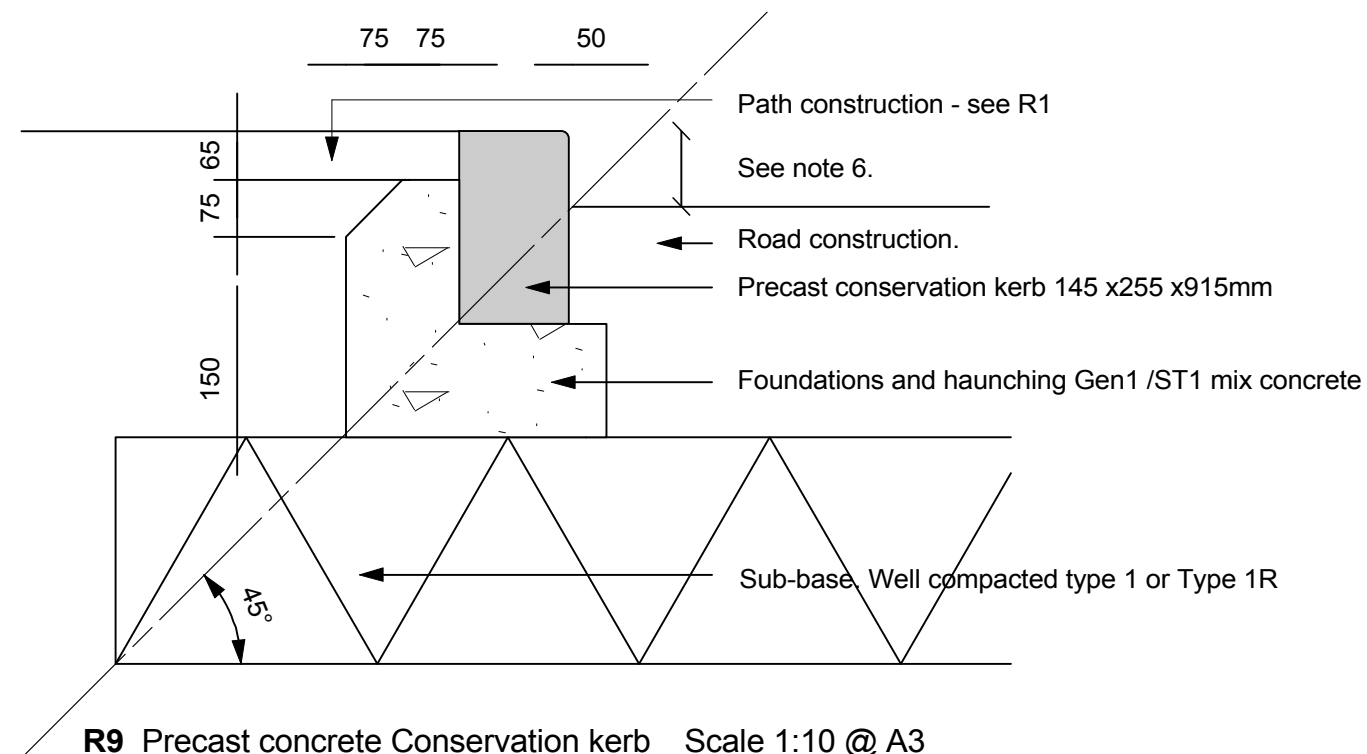
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**STANDARD CONSTRUCTION DETAILS
for Open Green Spaces**

PATHS:SMALL UNIT PAVING

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R9 Precast concrete Conservation kerb Scale 1:10 @ A3

NOTES:

1. The appropriate 914mm long precast concrete transition kerb shall be installed at each change in kerb type, tie ins to existing and at terminations.
2. Conservation style kerb to have exposed aggregate giving natural look.
3. Mix ST1 /Gen1 concrete kerb bedding shall be laid on a sub-base and shall be a minimum thickness of 150mm Sub-base shall be excavated where necessary to achieve 150mm thickness. Recompact disturbed sub-base prior to construction of kerb base.
4. Where excavation into the existing carriageway is required a trench shall be excavated of sufficient depth and width to accommodate the complete bed and backing of the kerb type scheduled.
5. The minimum length of any cut kerb shall be 450mm.
6. The kerb upstand shall be 100mm unless otherwise stated
7. Centre kerbs, Dropper kerbs Quadrant kerbs, Internal radius kerbs, External radius kerbs, Step kerbs (textured on the ends as well as two faces) all to be used as appropriate.
8. Joints to be 2-3mm dry gap
9. A single unit weighs approx 83kg. Units weighing in excess of 20kg must not be manhandled by a single person. A risk assessment must be carried out to ensure safe handling.

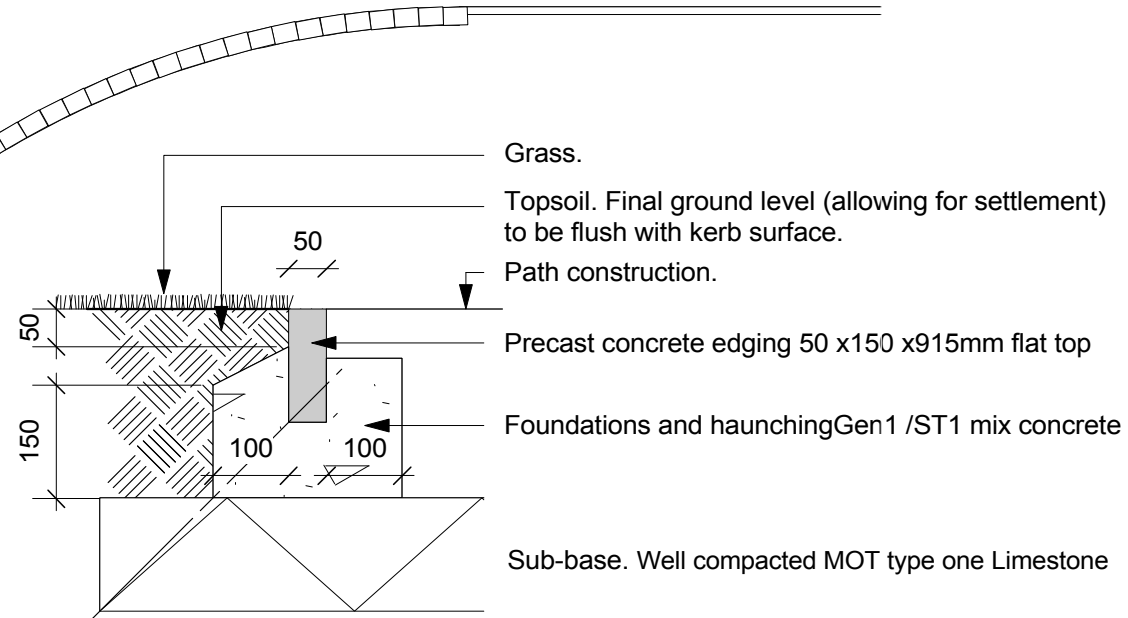
General Notes :

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3. Timber shall be free of splits and twists.
4. Units weighing in excess of 20kg must not be handled by a single person. A risk assessment must be carried out to ensure safe handling.

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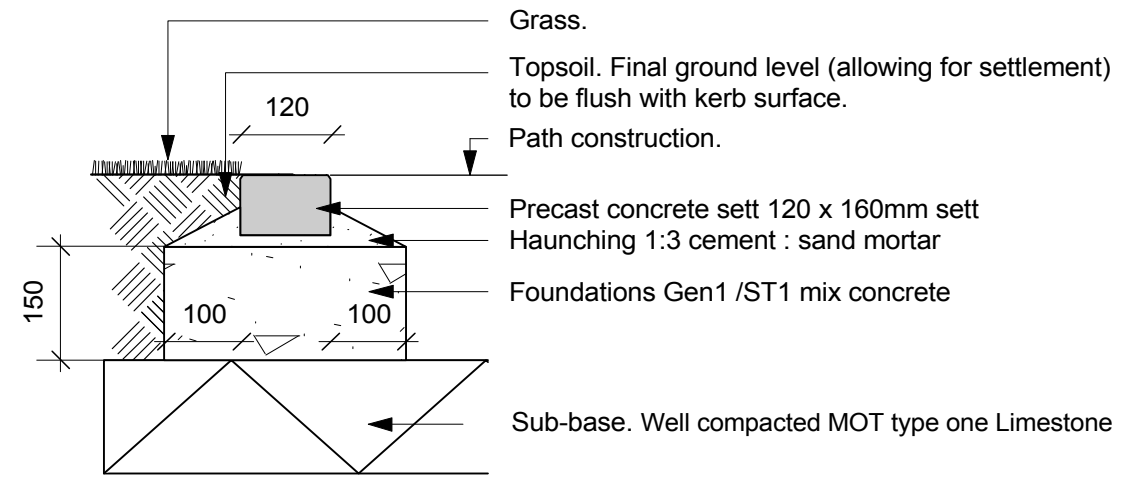
Where radius of standard path edge exceeds 6m use feature edge detail



R10 Conservation style concrete edgings Scale 1:10 @ A3

NOTES:

1. Conservation style concrete edgings to be used as constraints for all bitmac areas with the exception of special sections such as childrens play areas. For these use feature edging detail, or propose alternative.
2. Mix ST1 /Gen1 concrete kerb bedding shall be laid on a sub-base and shall be a minimum thickness of 150mm Sub-base shall be excavated where necessary to achieve 150mm thickness. Recompact disturbed sub-base prior to construction of kerb base.
3. Where excavation into the existing surfacing is required a trench shall be excavated of sufficient depth and width to accomodate the complete bed and backing of the kerb type scheduled.
4. The minimum length of any cut kerb shall be 450mm.
5. The kerb top shall be flush to hard surface unless otherwise stated
6. Joints to be 2-3mm dry gap.



R10A Feature edge detail: Precast flush finish conservation setts Scale 1:10 @ A3

NOTES:

1. Mix ST1 /Gen1 concrete kerb bedding shall be laid on a sub-base and shall be a minimum thickness of 150mm Sub-base shall be excavated where necessary to achieve 150mm thickness. Recompact disturbed sub-base prior to construction of kerb base. Mortar to be stiff 1:3 cement:sand mix.
2. Where excavation into the existing surfacing is required a trench shall be excavated of sufficient depth and width to accomodate the complete bed and backing of the edging type scheduled.
3. Setts to be silver grey colour conservation style. Sizes 120 x 160mm. 80mm thick. Laid as a soldier course.
4. The sett top shall be flush to hard surface unless otherwise stated
5. Joints to be 6mm mortar.

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2. Do not scale from this drawing.
3. Timber shall be free of splits and twists.
4. Units weighing in excess of 20kg must not be handled by a single person. A risk assessment must be carried out to ensure safe handling.

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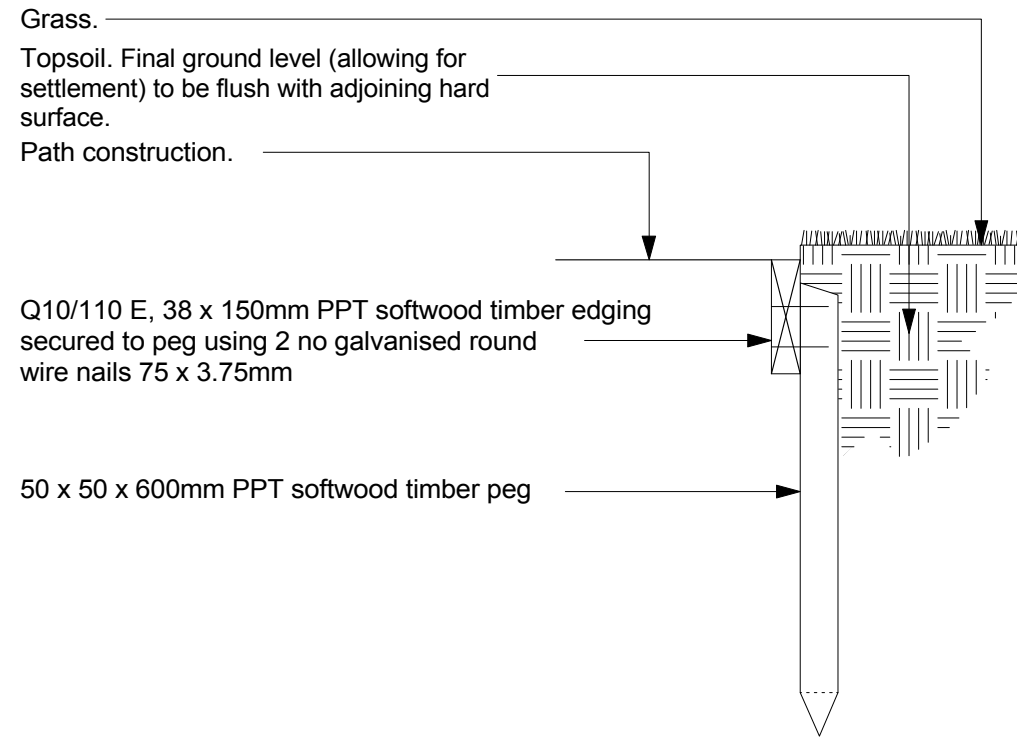
STANDARD CONSTRUCTION DETAILS
for Open Green Spaces

EDGINGS: CONCRETE

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R10



R11 38mm Timber edging to paths Scale 1:10 @ A3

NOTES:

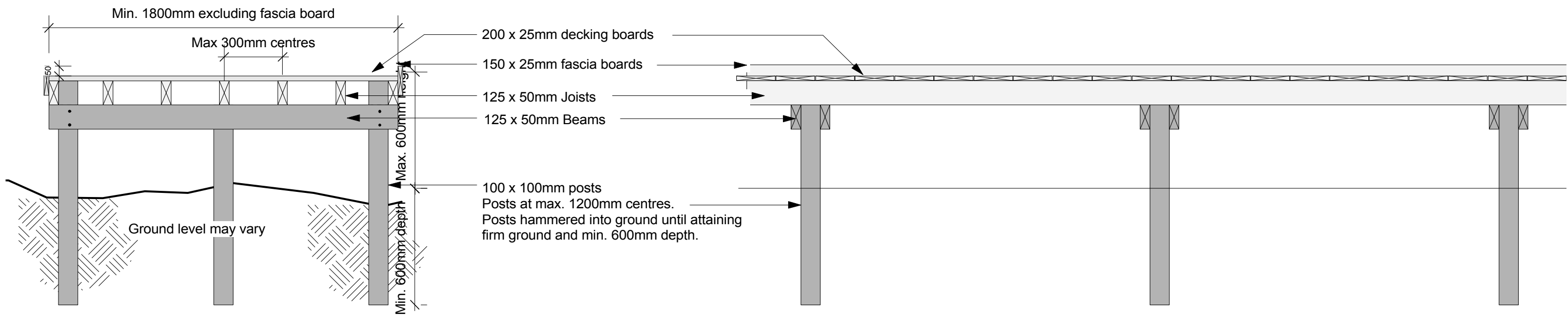
1. All timber shall be FSC certified (with a full chain of custody) softwood timber.
2. All softwood timber to be Tanalith E Preservative treatment (or similar approved non arsenic treatment) with a desired service life 20 years.
3. All timber cuts shall be liberally brushed with preservative to manufacturers recommendations.
4. All timber shall be free of splits and twists.
5. Where joints and mitres occur the timber shall be carefully finished so that the timbers butt joint tightly.

General Notes :

1. All units are in millimeters unless otherwise stated.
2. Do not scale from this drawing.
3. Timber shall be free of splits and twists.
4. Units weighing in excess of 20kg must not be handled by a single person. A risk assessment must be carried out to ensure safe handling.

NOTES

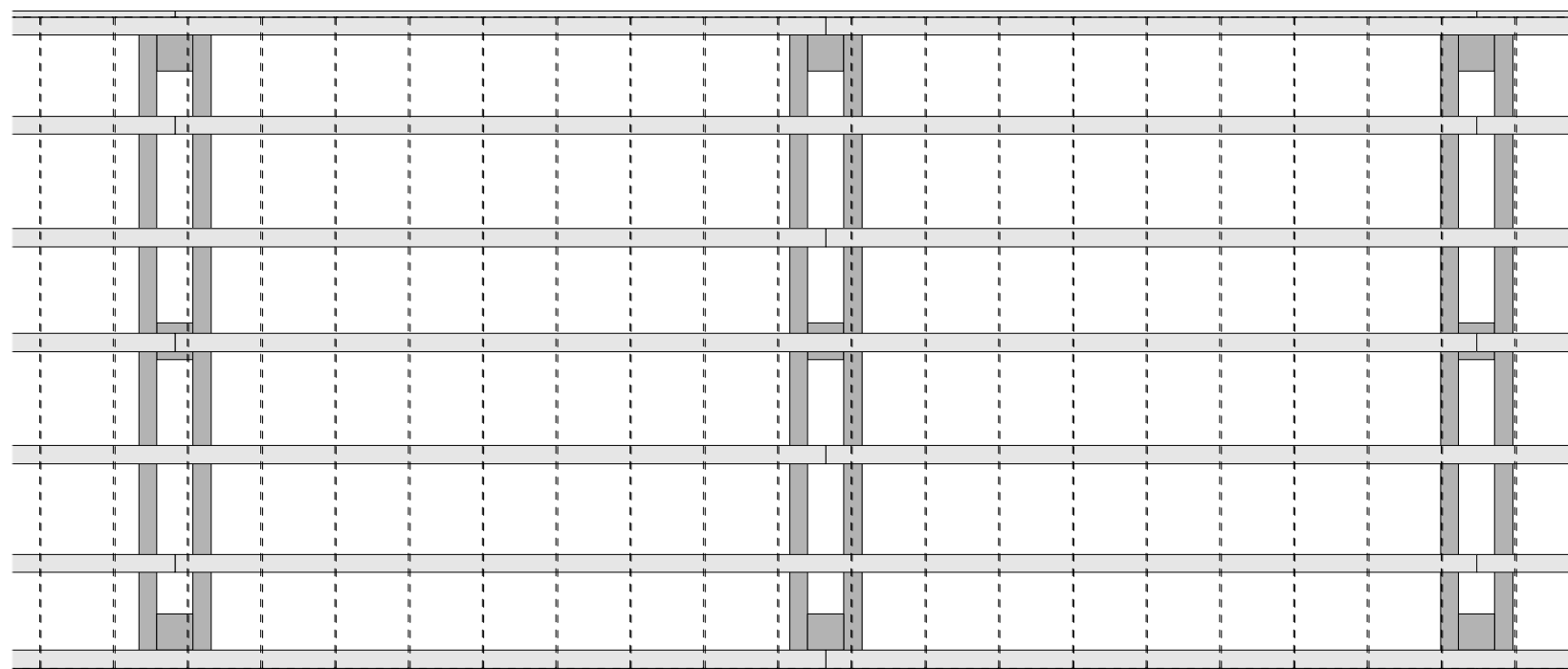
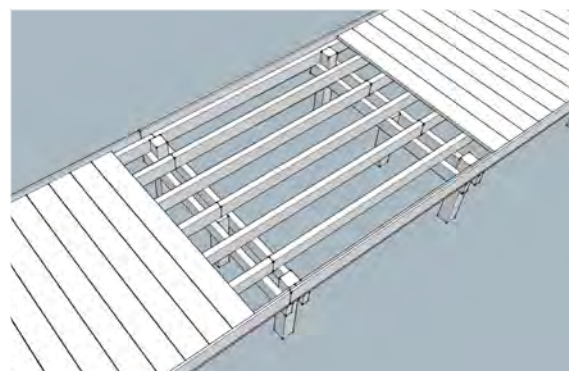
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R12: Standard Boardwalk Scale 1:20 @ A3

Notes - general:

1. Only to be used in specifically approved areas. Developer to be aware that installation may require EA approval and ecologist direction.
2. Decking boards to be Polydeck, finish: 'Aged Oak' or similar approved. Sub frame to be recycled plastic lumber sections. Colour brown.



General Notes:

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2. Do not scale from this drawing.
3. Timber shall be free of splits and twists.
4. Units weighing in excess of 20kg must not be handled by a single person. A risk assessment must be carried out to ensure safe handling.

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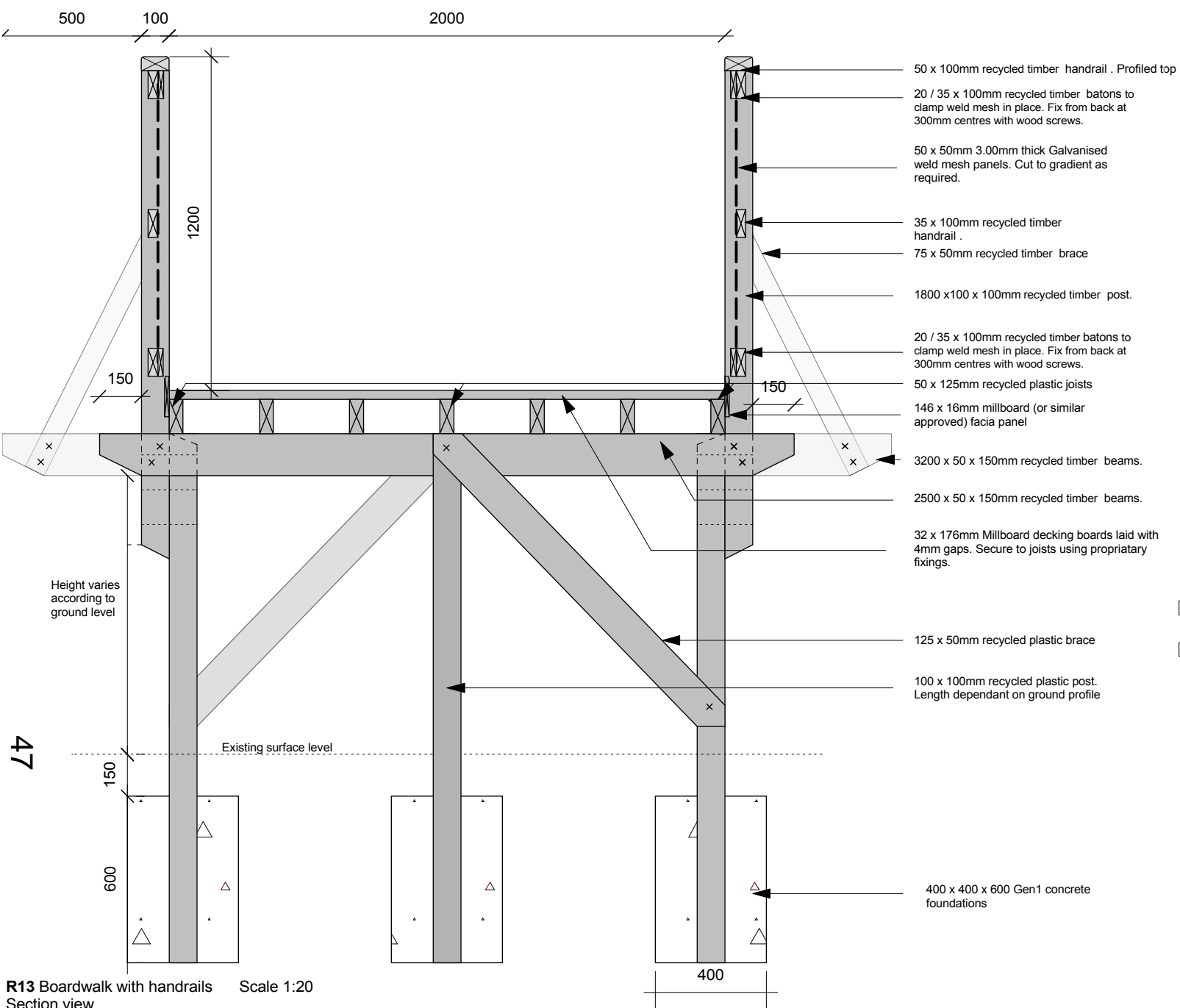
STANDARD CONSTRUCTION DETAILS
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PATHS: STANDARD BOARDWALK

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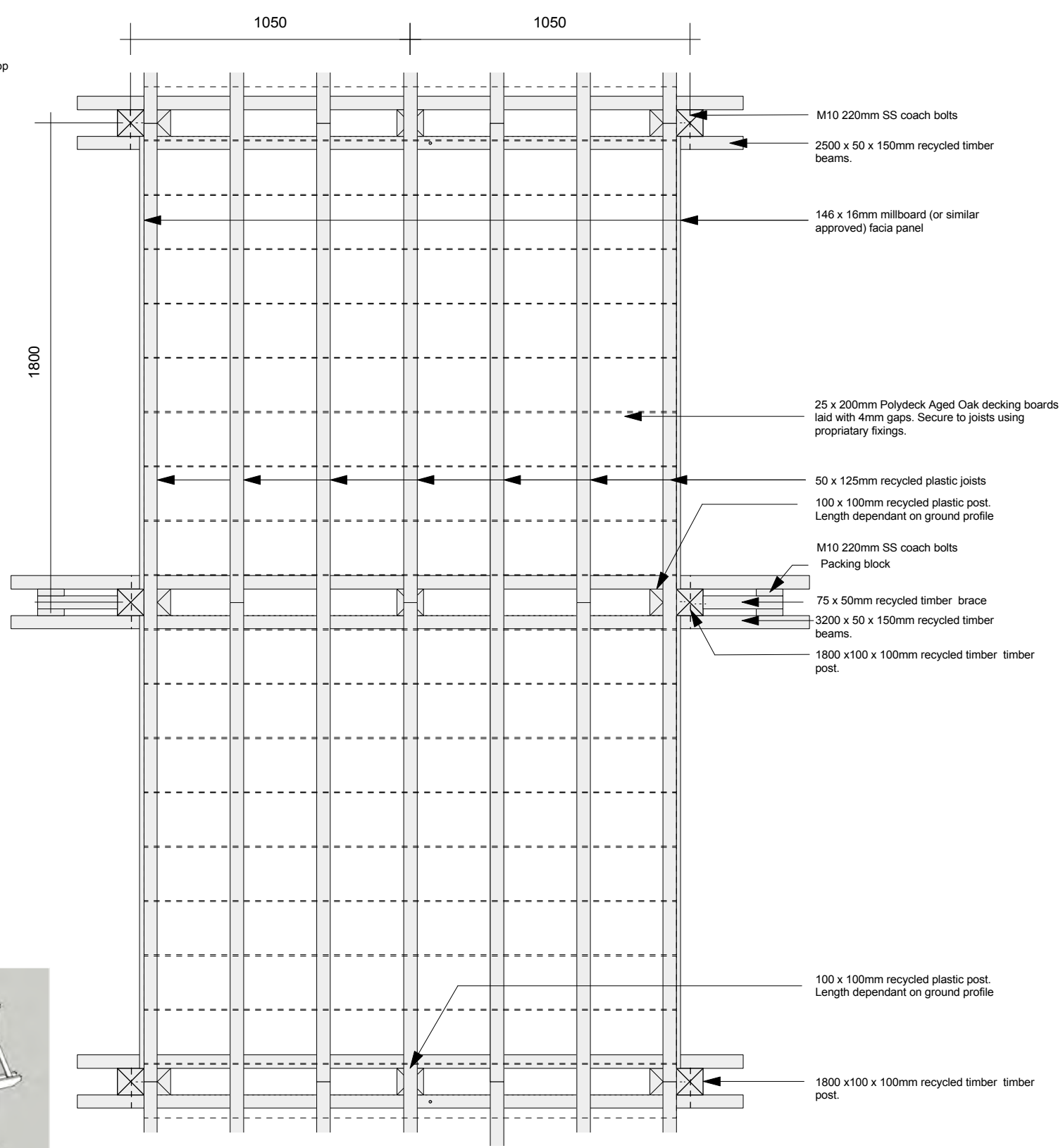
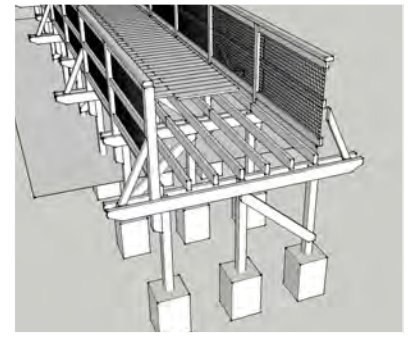
R12



R13 Boardwalk with handrails Section view Scale 1:20

- NOTES:
- Where joins and mitres occur the timber shall be carefully finished so that the timbers butt joint tightly and no sharp corners are created. Corners shall be chamfered
 - Decking boards, and facia boards to be Polydeck 'Aged Oak' finish or similar approved. Joists, braces and posts to be recycled plastic. Colour: brown.
 - All bolts to be threaded coach bolts stainless steel and to be recessed into timber to present flush finishes.
 - Weld mesh to cut to panels to fit each bay. Cuts to wire edge. Protruding wires to be trimmed back to panel edge leaving no sharp points. Panels to be arranged so that the wires run horizontally and vertically, not with the gradient.

- General Notes:
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 - Do not scale from this drawing.
 - Units weighing in excess of 20kg must not be handled by a single person. A risk assessment must be carried out to ensure safe handling.



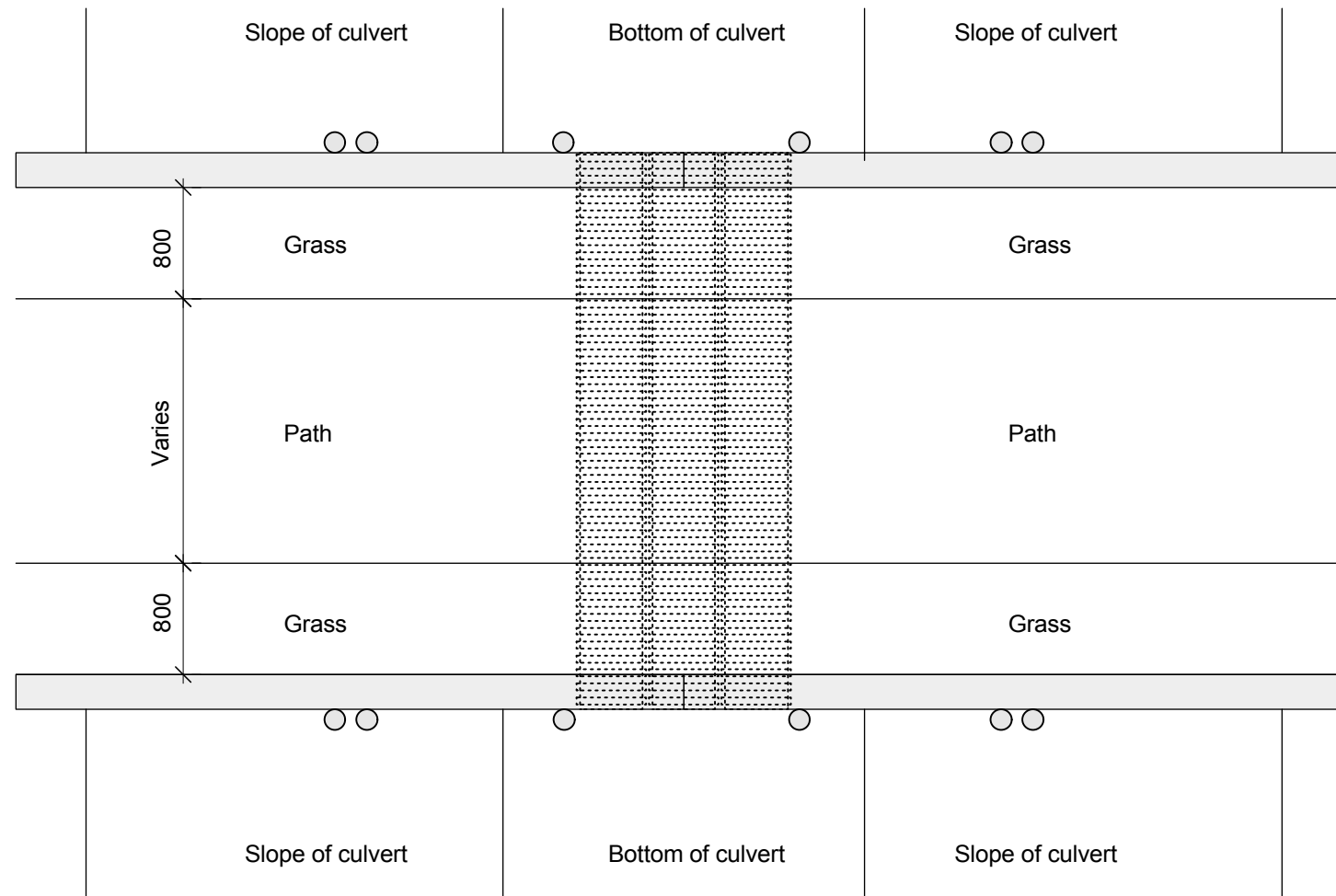
STANDARD CONSTRUCTION DETAILS for Open Green Spaces

BOARDWALK WITH HANDRAILS

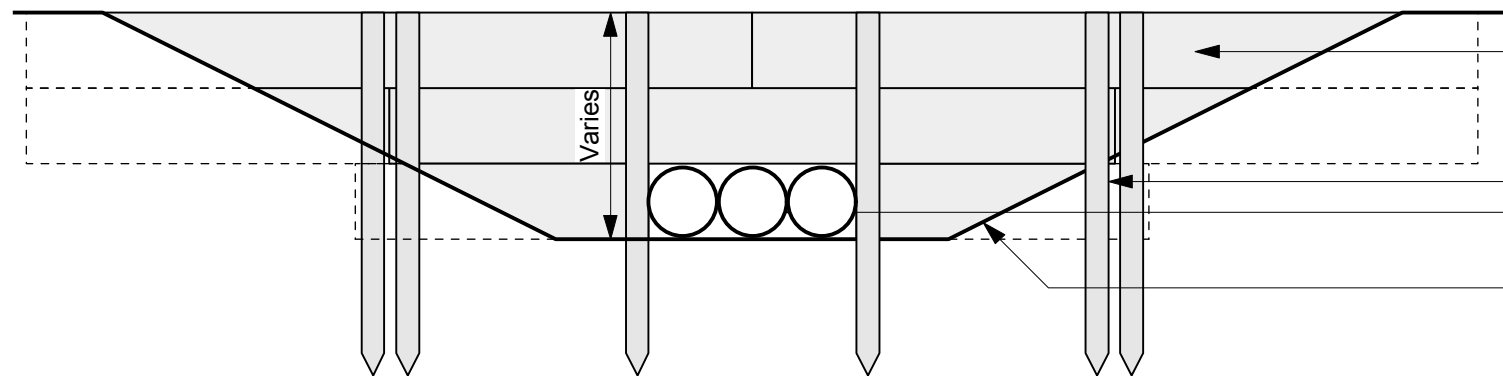


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Plan View Not to scale

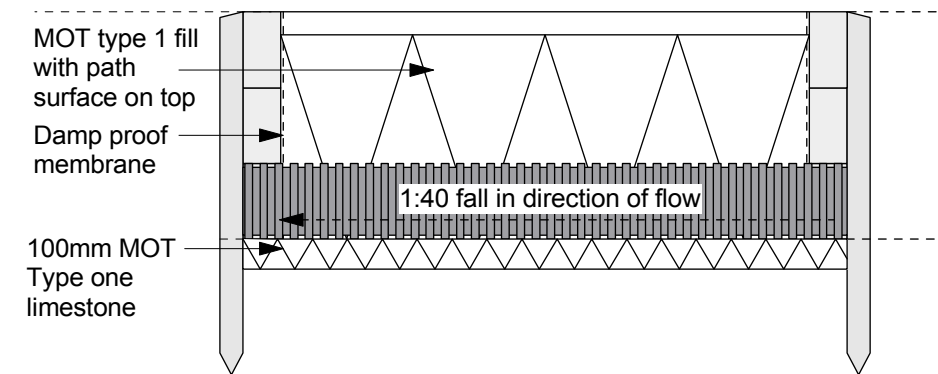


Section view across culvert

Culvert - Single or multiple pipe watercourse Scale 1:25 @ A3

NOTES:

1. These drawings are to be read in conjunction with written specification.
2. Timber components shall be tanalised timber free of splits and twists.
3. Timber shall be preserved in accordance with BS 8417 to give a 20 year lifespan.
4. Units weighing in excess of 20kg must not be manhandled by a single person. A risk assesment must be carried out to ensure safe handling.



Section view along culvert

125 x 250 x 2400mm hardwood timber sleepers

75mm diam x 1200mm round timber stake
225mm diam unperforated twinwall pipe (s) as required,
haunched in concrete

Sides of culvert no steeper than 1:2

General Notes :

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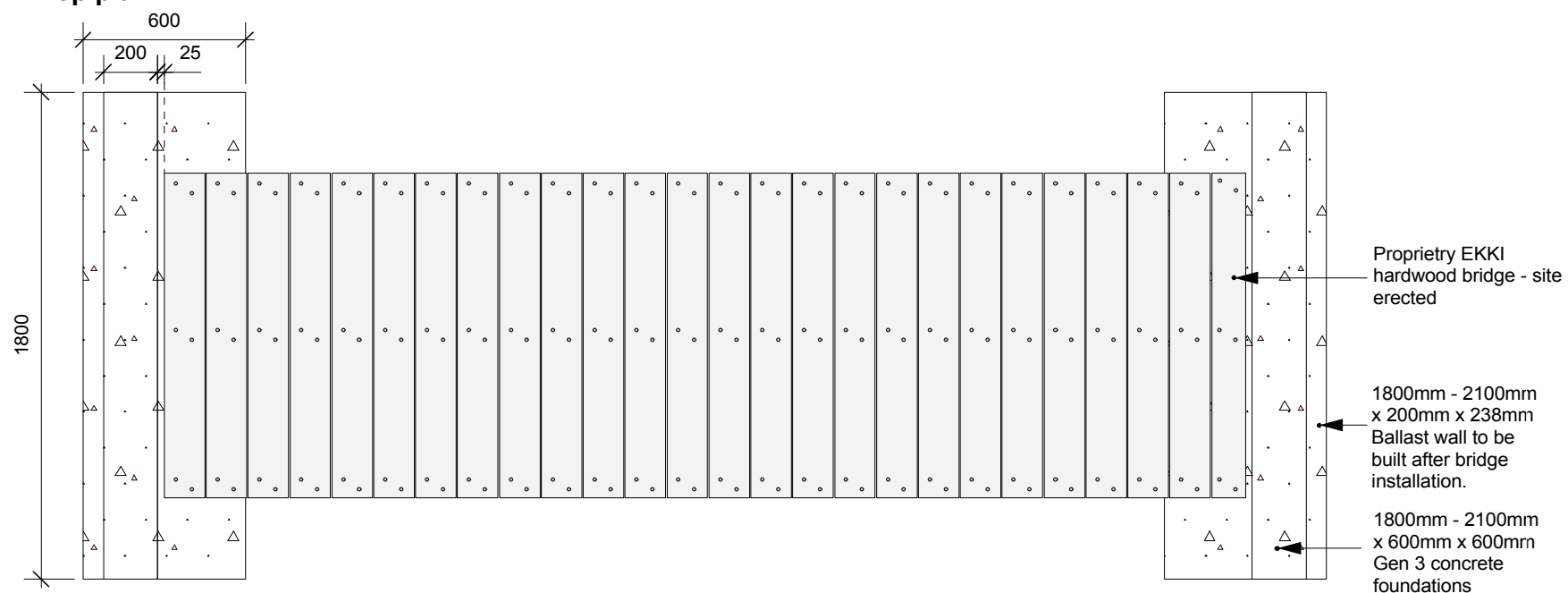
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R13 Timber bridge

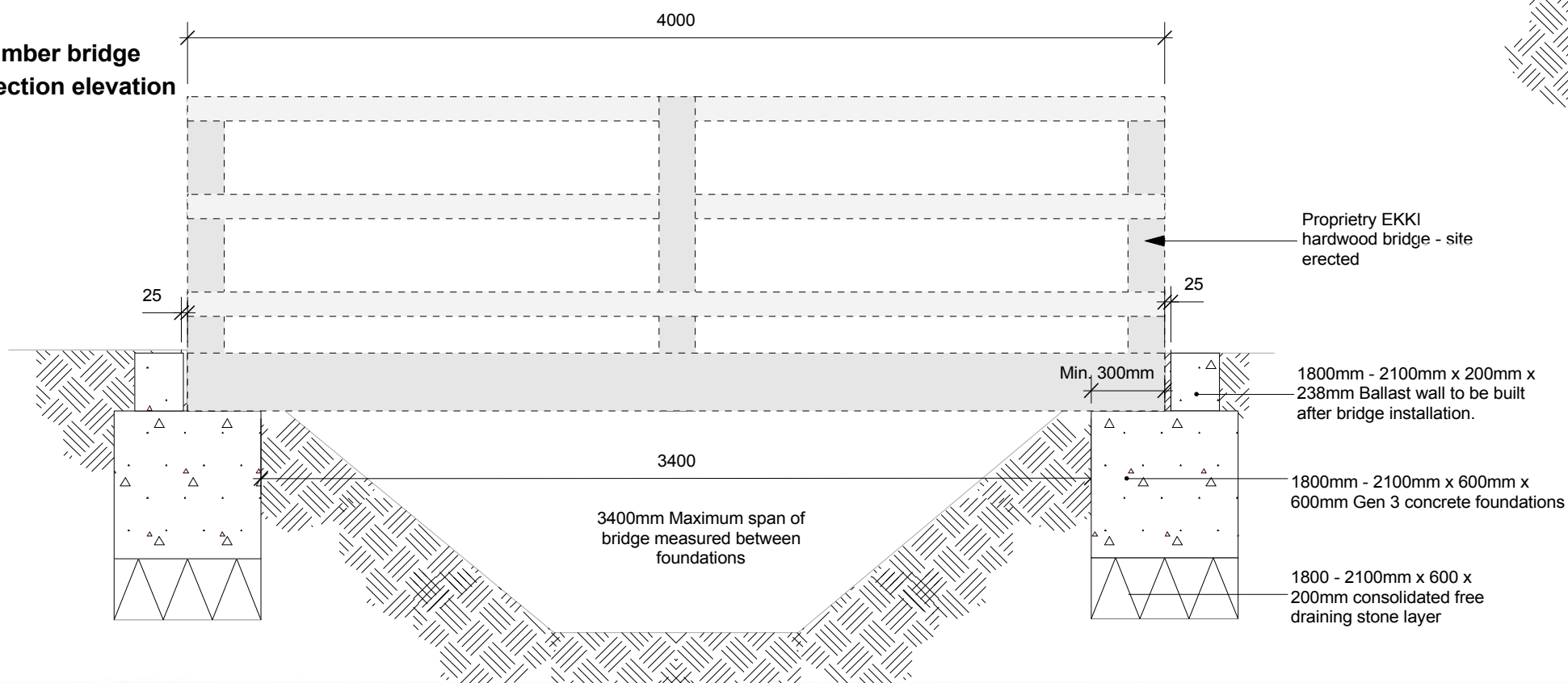
Deck bridge: for construction across ditches and streams exceeding 2500mm width including slopes.

Top plan



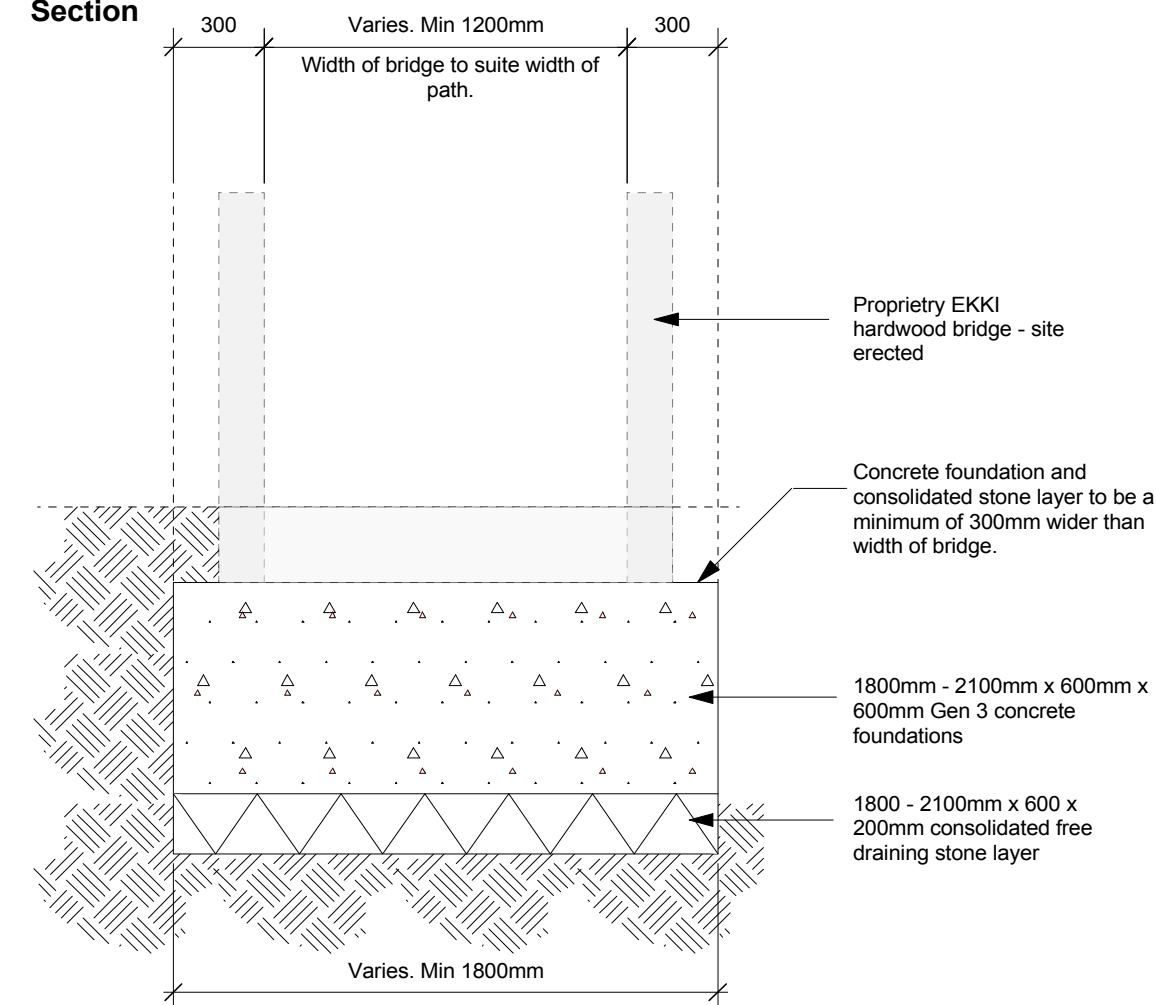
Timber bridge Section elevation

49



Timber bridge foundation

Section



Notes:

1. Proprietary hardwood toothbridge as supplied by Bridges or similar approved.
2. Bridges built as standard width from supplier at 1200mm and 1500mm (width measured inside of handrail) to correspond to path width.
3. Bridge length built to measure.
4. Contractor to confirm length of bridge is adequate to span of watercourse prior to placing order with supplier.

General Notes:

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2. Do not scale from this drawing.
3. Timber shall be free of splits and twists.
4. Units weighing in excess of 20kg must not be handled by a single person. A risk assessment must be carried out to ensure safe handling.

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STANDARD CONSTRUCTION DETAILS
for Open Green Spaces

FOOTBRIDGE: PROPRIETARY HARDWOOD

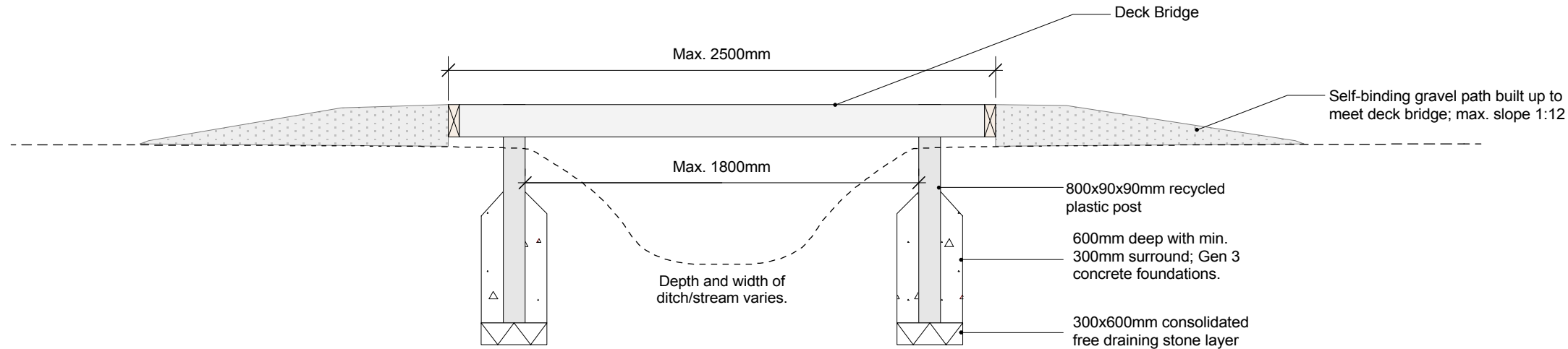
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R15

Deck bridge: for construction across ditches and streams not exceeding 2500mm width including slopes.

Section elevation



Deck bridge: for construction across ditches and streams not exceeding 2500mm width including slopes.

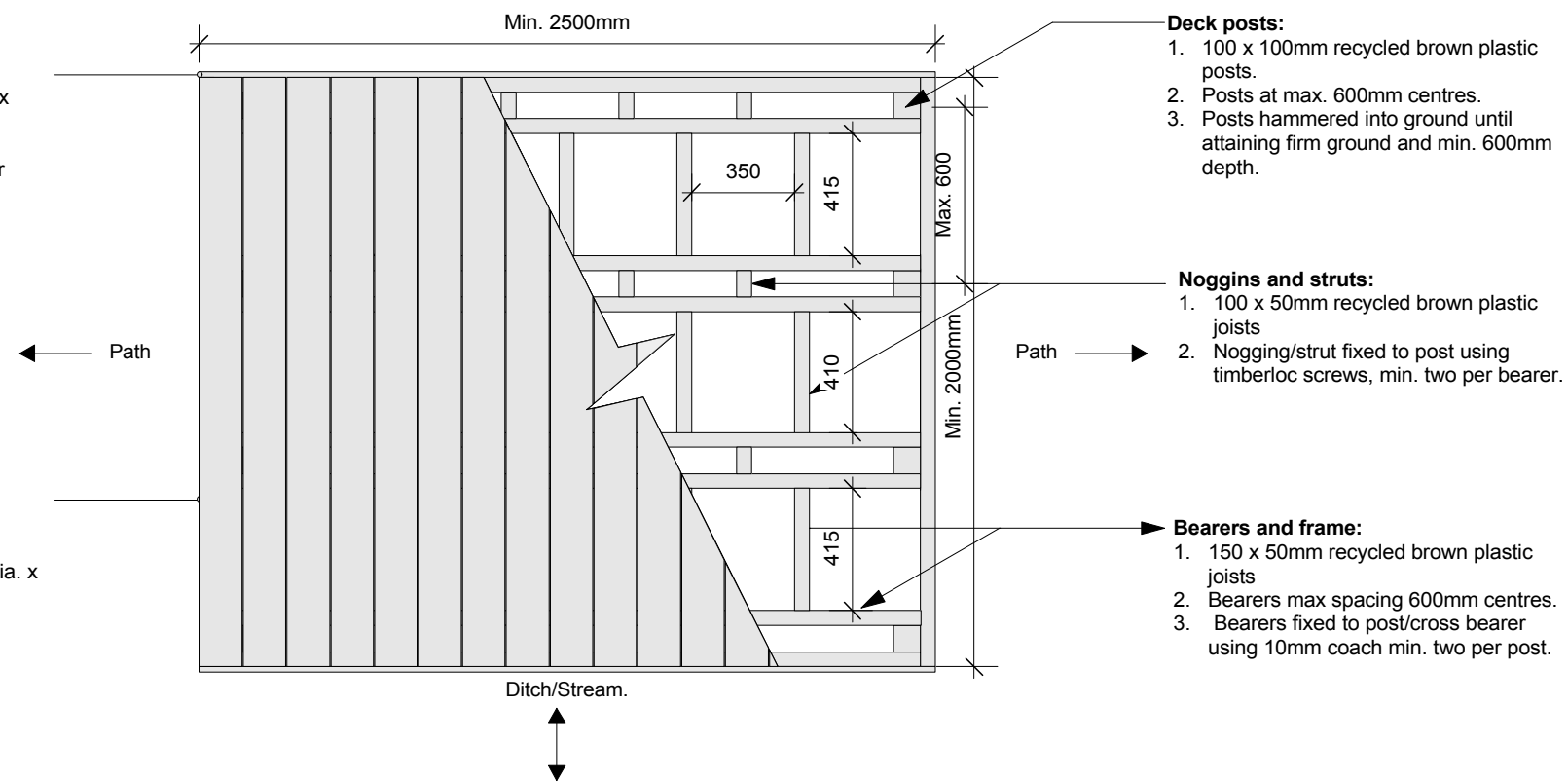
Cut through on Plan view

Fascia boards:

1. Deck board sides edged with 2500 x 150 x 25mm recycled plastic. Colour brown.
2. Fascia board attached to deck frame with 5mm x 60mm full black screws, min. 8 per 2.5m length.

Deck boards:

1. 2000 x 200 x 25mm Polydeck (or similar approved) deck boards.
2. Deck board fixed to Bearer with min. 6mm dia. x 75mm decking screws (min. 2 per bearer)
3. Deck boards laid with a min. 4mm gaps



Deck posts:

1. 100 x 100mm recycled brown plastic posts.
2. Posts at max. 600mm centres.
3. Posts hammered into ground until attaining firm ground and min. 600mm depth.

Noggins and struts:

1. 100 x 50mm recycled brown plastic joists
2. Noggins/strut fixed to post using timberloc screws, min. two per bearer.

Bearers and frame:

1. 150 x 50mm recycled brown plastic joists
2. Bearers max spacing 600mm centres.
3. Bearers fixed to post/cross bearer using 10mm coach min. two per post.

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STANDARD CONSTRUCTION DETAILS
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FOOTBRIDGE: LIGHT DUTY SOFTWOOD DECK

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R16

50 x 100mm hardwood handrail, top chamfered. Fixed to post/rail with 2 no. wood screws per handrail per post/rail recessed and plugged

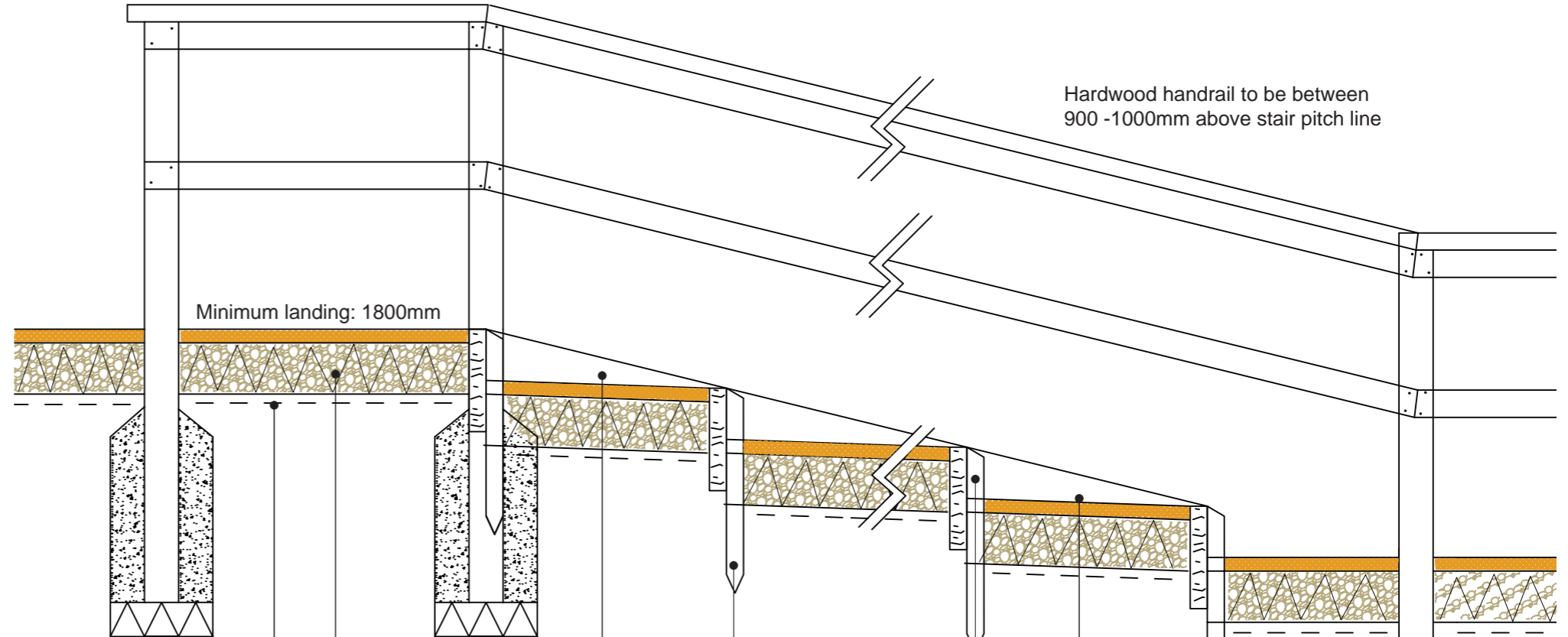
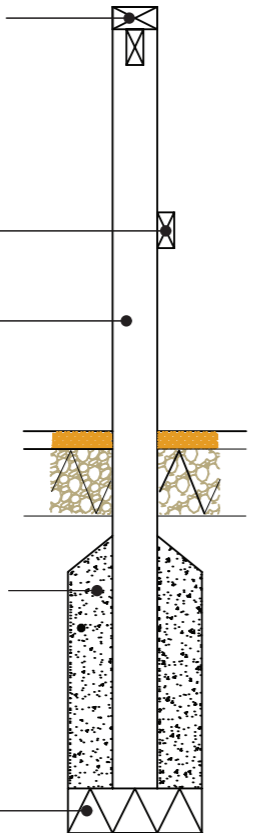
38 x 87mm hardwood rails. Fixed to post with 2 no. wood screws per rail per post recessed and plugged

100 x 100 hardwood posts

100mm min. depth below ground level to Concrete foundation 450 x 500mm along steps depending on site conditions (may be supported by rammed backfill dependant on ground conditions)

100mm consolidated free draining stone layer

Stair post and handrail section



Step section

Minimum landing: 1800mm

Path construction : see R3, R4, R5, or R6

Geotextile membrane Lotrak 2800 or equivalent

600 x 50 x 50mm Hardwood timber peg

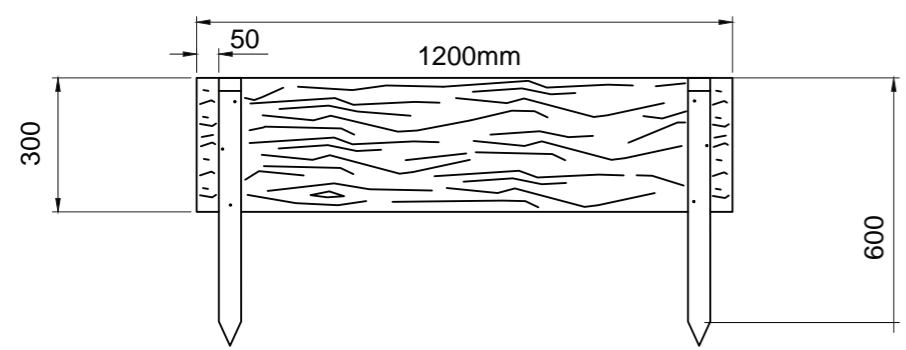
1200 x 300 x 50mm Hardwood timber riser Also see alternative detail

Tread depth dependant on slope, minamium 300mm, preferably 500-1000mm Surface to be laid to a drainage fall of 1:40 over the top of adjacent riser

100 x 100mm hardwood posts for handrail at 1500mm centres

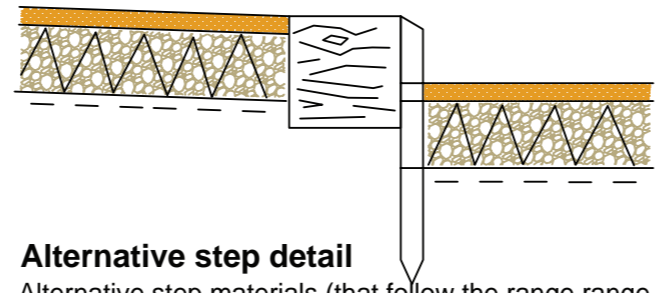
Hardwood handrail to be between 900 -1000mm above stair pitch line

51



Step front section

50 x 300mm hardwood stringer boards to retain sides



Alternative step detail

Alternative step materials (that follow the range range of tread and riser dimensions stated below) may be appropriate in some situations, particularly where only a few steps are required. Chunky hardwood or suitable artificial materials will be considered for approval on a site by site basis

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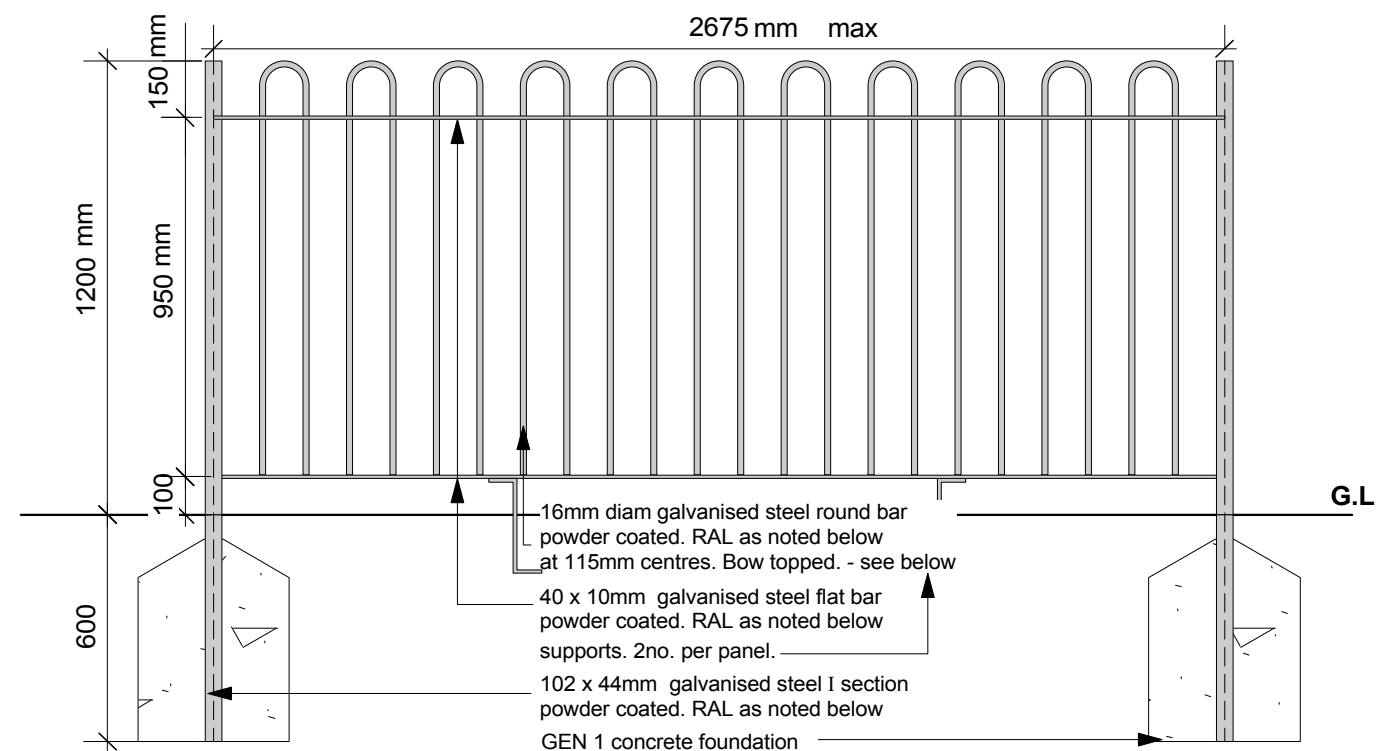


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STANDARD CONSTRUCTION DETAILS for Open Green Spaces STEPS

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R17



B1 Hooped topped railing Scale 1:20 @ A3

NOTES:

1. Fencing must comply with BS 1722-9:2006 or latest version. Where discrepancies exist between specified detail and BS notify contract administrator.
2. This fencing will be generally used in play areas. Therefore all gaps, dimensions etc. must be compliant with EN 1176 .
3. Where used for play areas with gates. Gates must be proprietary, purpose made self closing play area gates with contrasting colour. Gates to be set to open outwards. Gates must be compliant with BS EN 1176 and BS EN 1177.
4. Gaps between individual vertical bars should be no less than 100mm.
5. Hot dip galvanized to BS EN ISO 1461 after fabrication. Galvanised process to ensure smooth finish so that there are no sharp protusions.
6. Powder coated to RAL: 7015 - slate grey, or as agreed. Erect with care to avoid chipping paintwork. Any chipped sections will not be acceptable and will need to be re-powder coated.
7. Fixings to be security countersunk fixing style using socket CSK bolts and snap off nuts. Fixing into brick piers either with built in fish tail lug or resin fixed lug. Gates must have anti removal fixings.

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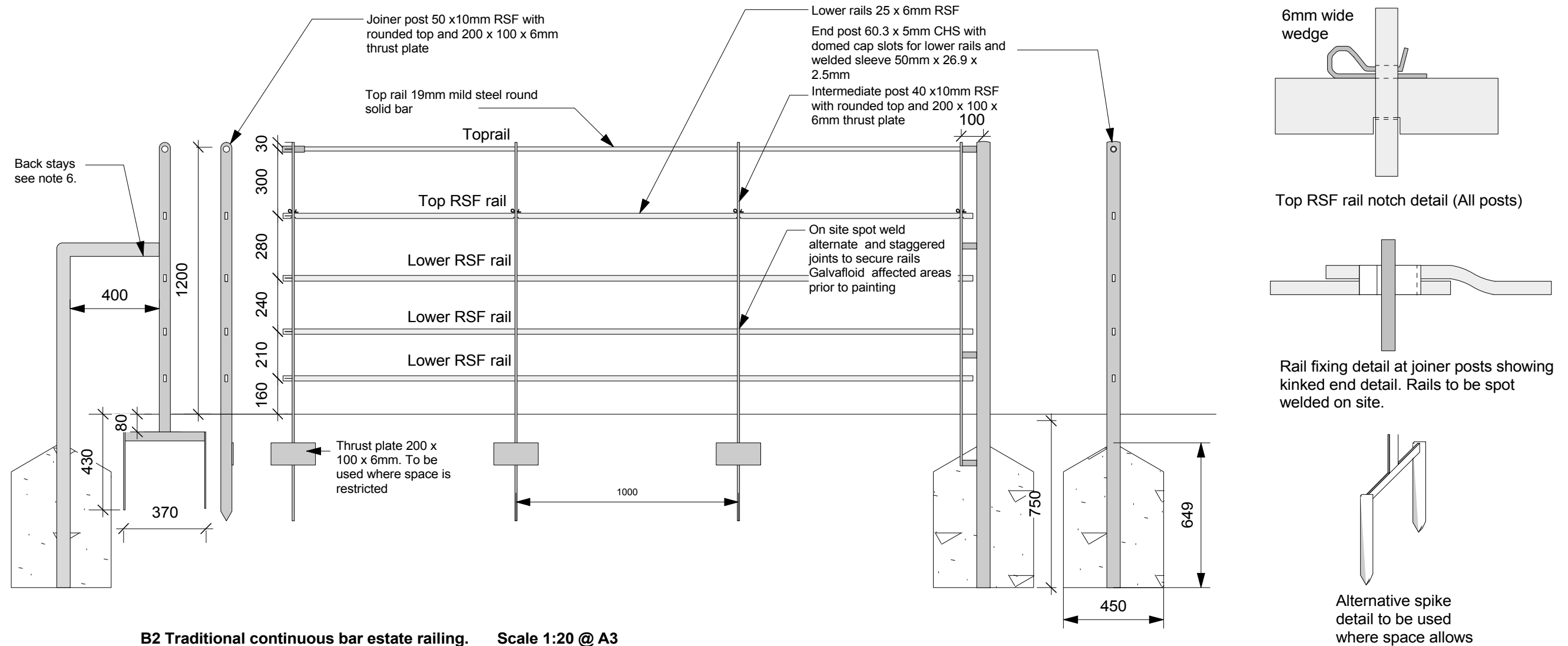
STANDARD CONSTRUCTION DETAILS
for Open Green Spaces

FENCING: 1.2m HIGH HOOPED TOP FENCING

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B1



B2 Traditional continuous bar estate railing. Scale 1:20 @ A3

NOTES:

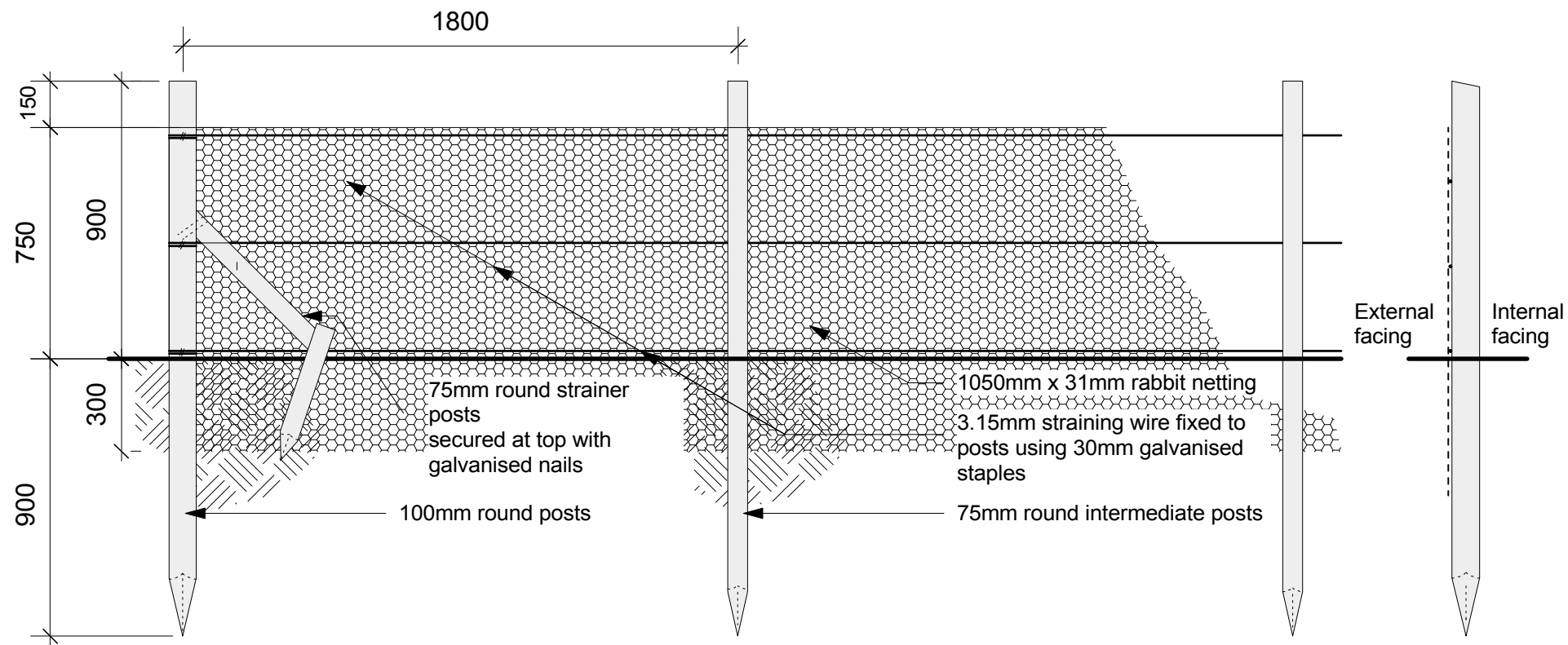
1. All steel components to BS 1722:9 shall be free from sharp edges and burrs.
2. All posts and rails to be hot dip galvanized to BS EN ISO 1461 after fabrication.
3. All painting of railings to be carried out after installation to avoid damage to surfaces.
4. Undercoat galvanised steel with T-wash / Mordant prior to applying topcoat.
5. Topcoat using specialist single pack vinyl paint (semi gloss) colour black, using airless spray.
6. On straight runs end posts to be positioned every 5m with additional back stays to give extra support.

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B3 Temporary plant protection : Rabbit netting. Scale 1:20 @

A3

NOTES:

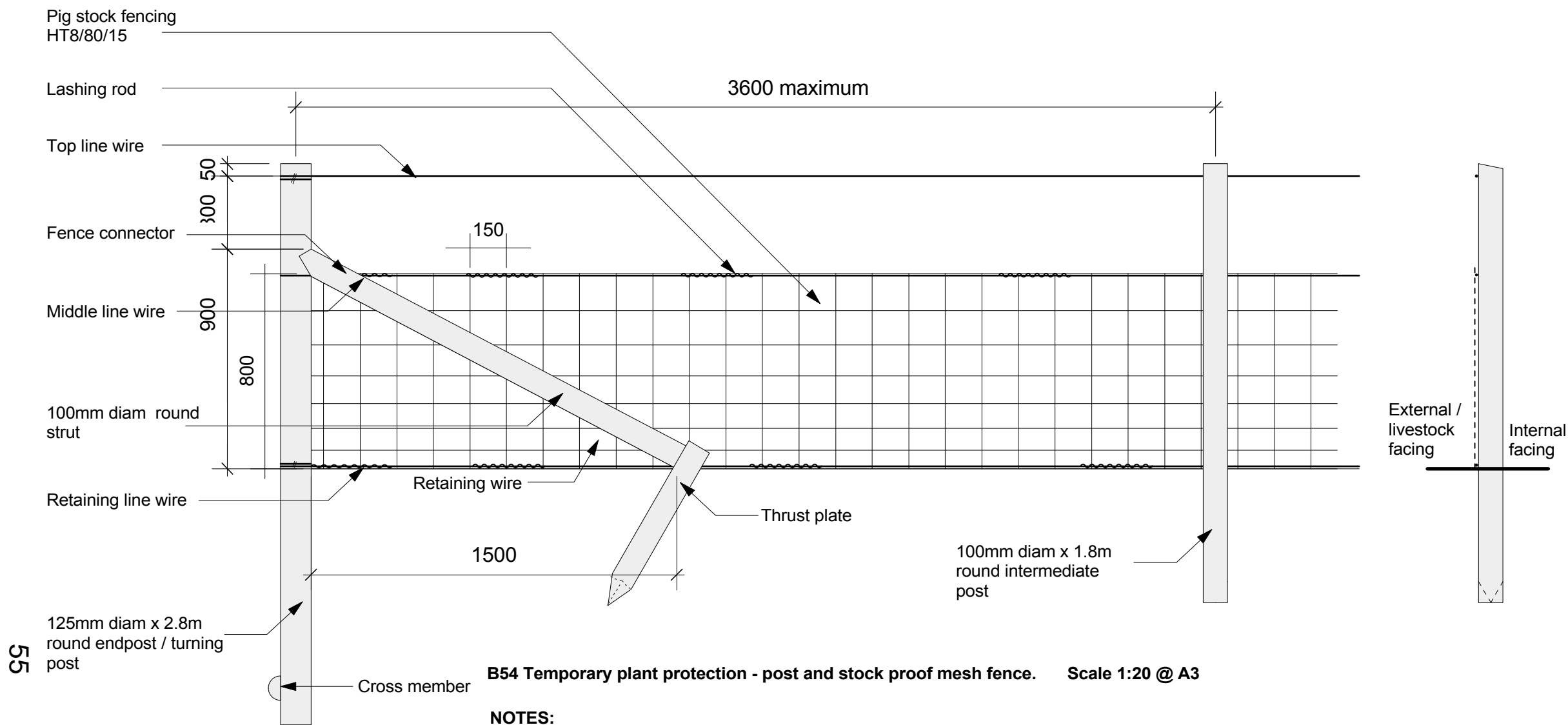
1. Timber components shall be peeled and tanalised timber free of splits and twists and comply to BS 1722:2.
2. The top of the fence shall follow appoximately the level of the ground along the lines of the fence. Cut post tops at angle to shed water.
3. Timber shall be preserved in accordance with BS 8417 to give a 15year lifespan.
4. Wrap wire twice round posts and pin with 30mm galv staples. Wrap netting round post so that no sharp points protrude outwards. Wire to be tightened using wire strainer.
5. Rabbit netting to be trenched into ground. Excavted soil replaced and firmed down.
6. Netting secured to straining wires using clear cable ties. 4 no. per section. Tightened tie ends to be trimmed flush.
7. End post every 11m on long runs. Where used as an intermediate put straining posts on both sides.
- 8.

General Notes:

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2. Do not scale from this drawing.
3. Timber shall be free of splits and twists.
4. Units weighing in excess of 20kg must not be handled by a single person. A risk assessment must be carried out to ensure safe handling.

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B54 Temporary plant protection - post and stock proof mesh fence. Scale 1:20 @ A3

NOTES:

1. Timber components shall be PPT softwood and comply to BS 1722:2.
2. The top of the fence shall follow approximately the level of the ground along the lines of the fence. Cut post tops at angle to shed water.
3. Box strutt notched into endposts by no more than a quarter of the diameter of the post.
4. Longer intermediate posts may be needed in soft conditions.
5. Line wires shall be 2.65mm spring wire or 3.15HT wire. 40 x 4mm barbed zinc coated staples to be used to act as guides only. Do not pinch wire. Line wires to be joined using preformed fence connectors (wound spirals). Top wire set 100mm above netting.
6. Netting to be attached to linewires by lashing rods with a minimum of 3 lashing rods per line wire per 12m length. Wrap netting round post so that no sharp points protrude outwards.
7. Maximum 15m to be between straining posts.

General Notes:

1. All units are in millimeters unless otherwise stated.
2. Do not scale from this drawing.
3. Timber shall be free of splits and twists.
4. Units weighing in excess of 20kg must not be handled by a single person. A risk assessment must be carried out to ensure safe handling.

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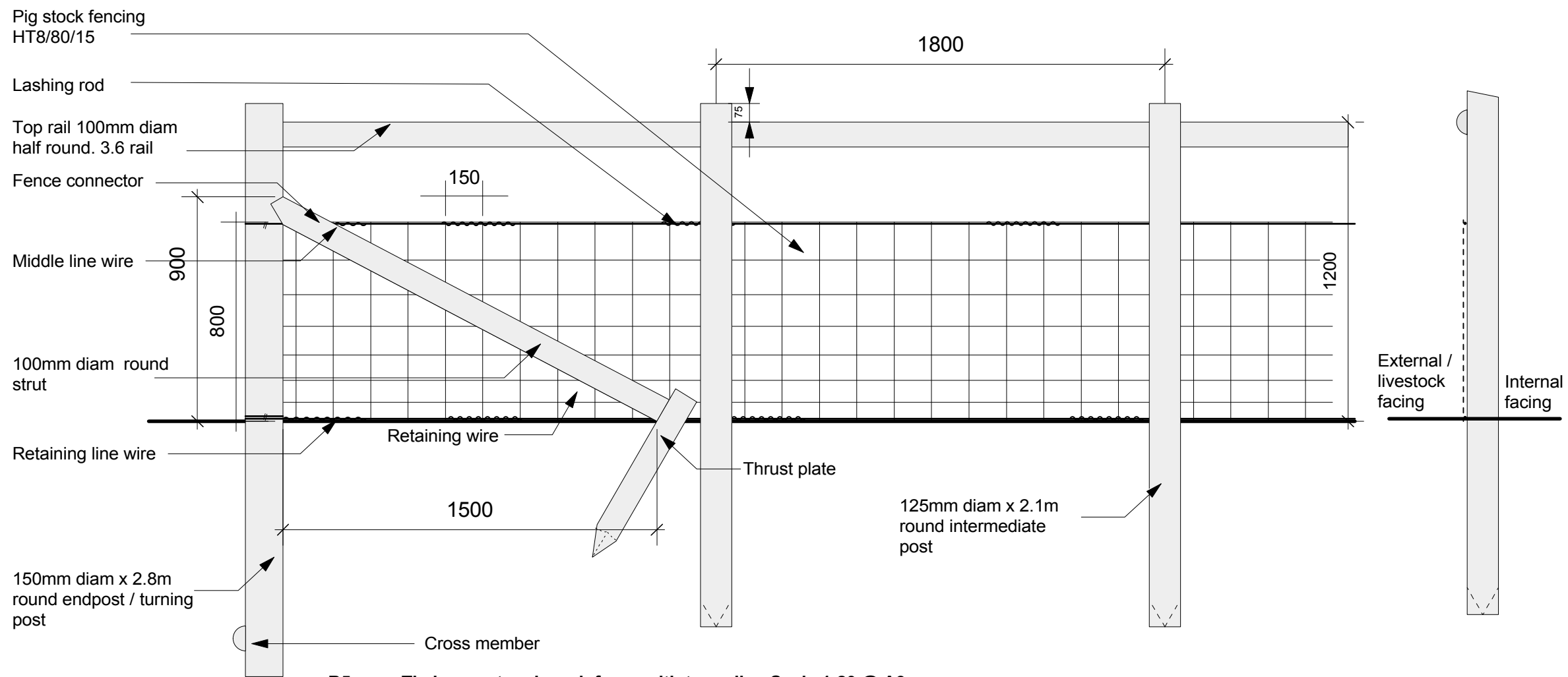
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STANDARD CONSTRUCTION DETAILS
for Open Green Spaces

FENCING: TEMPORARY PLANT PROTECTION
POST AND WIRE

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B5: Timber post and mesh fence with top rail Scale 1:20 @ A3

NOTES:

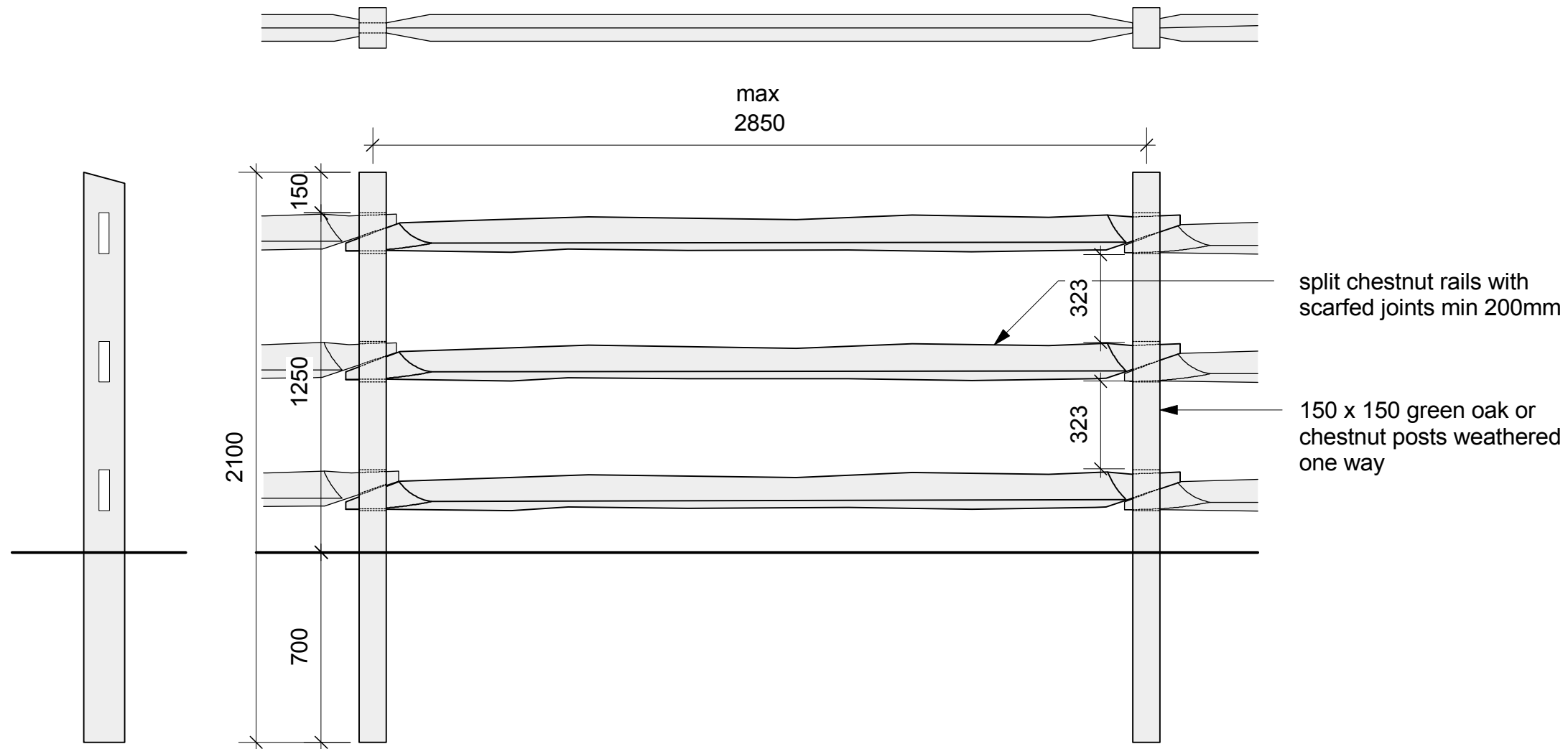
1. Timber components to comply to BS 1722:2 and shall be peeled and tanalised timber free of splits twists.
2. The top of the fence shall follow appoximately the level of the ground along the lines of the fence. Cut post tops at angle to shed water.
3. All timber components to be round wood posts and stakes and shall be preserved in accordance with BS 8417 to give a 15 year lifespan.
4. Box strutt notched into endposts by no more than a quarter of the diameter of the post.
5. Longer intermediate posts may be needed in soft conditions.
6. Line wires shall be 2.65mm spring wire or 3.15HT wire. 40 x 4mm barbed zinc coated staples to be used to act as guides only. Do not pinch wire. Line wires to be joined using preformed fence connectors (wound spirals).
7. Netting to be attached to linewires by lashing rods with a minimum of 3 lashing rods per line wire per 12m length. Wrap netting round post so that no sharp points protrude outwards.

General Notes:

1. All units are in millimeters unless otherwise stated.
2. Do not scale from this drawing.
3. Timber shall be free of splits and twists.
4. Units weighing in excess of 20kg must not be handled by a single person. A risk assessment must be carried out to ensure safe handling.

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B6 Post and cleft chestnut rail fence Scale 1:20 @ A3

NOTES:

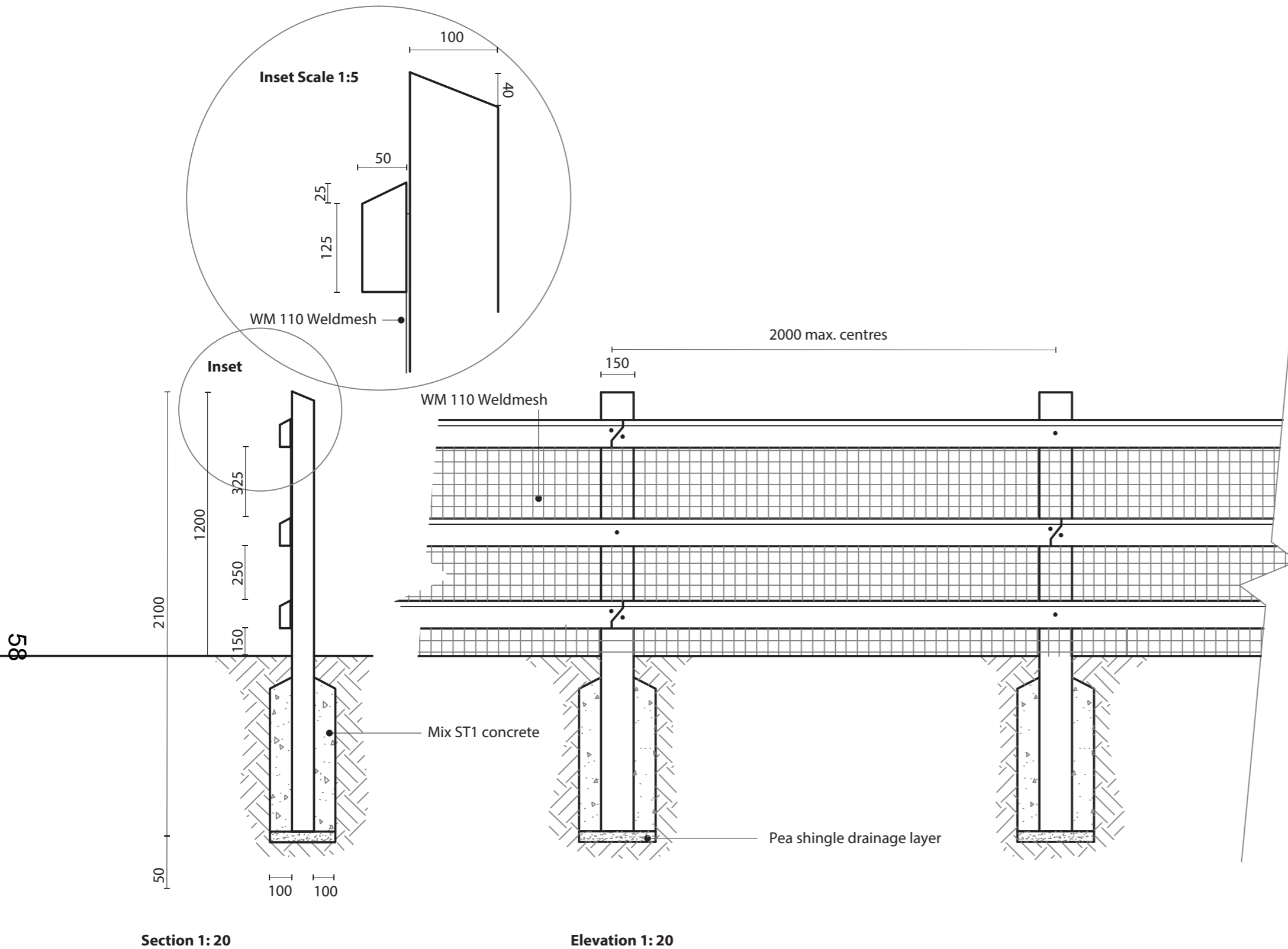
1. Fencing to comply to BS 1722-7:2006 Type HPCR 125/3
2. The top of the fence shall follow approximately the level of the ground along the lines of the fence.
3. When using single mortices (38mm x 150mm) ensure the rail is scarfed by a min 200mm. Double mortices may be used. rail to be fixed ensuring bark is on the underside. rails fixed to posts with 2no. 4mm x 100mm nails. Nails to be clenched.
4. The centreline of the rail shall at no point deviate more than 25mm from a straight line between main posts. The girth over the middle third of any cleft rail shall be a minimum of 250mm. The sides having a minimum of 70mm each.

General Notes:

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2. Do not scale from this drawing.
3. Timber shall be free of splits and twists.
4. Units weighing in excess of 20kg must not be handled by a single person. A risk assessment must be carried out to ensure safe handling.

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General Notes:

- 1 All post and rails to be certified hardwood, green oak or chestnut
- 2 Posts 100x150 x 2100, weathered one way as shown. Rails 125x50, chamfered as shown. Stagger joints as shown, fix using recessed headed stainless steel coach screws. Nails will not be accepted.
- 3 WM 110 Weldmesh, or similar, to be sandwiched between posts and rails. Weldmesh to be fixed to rails at 500 centres and to posts. Mesh to terminate at posts only.
- 4 Alternative meshes shall be a maximum mesh size 100mm and minimum wire diameter of 1.15mm, galvanised or plastic coated

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- 4 Units weighing in excess of 20kg must not be handled by a single person. A risk assessment must be carried out to ensure safe handling.

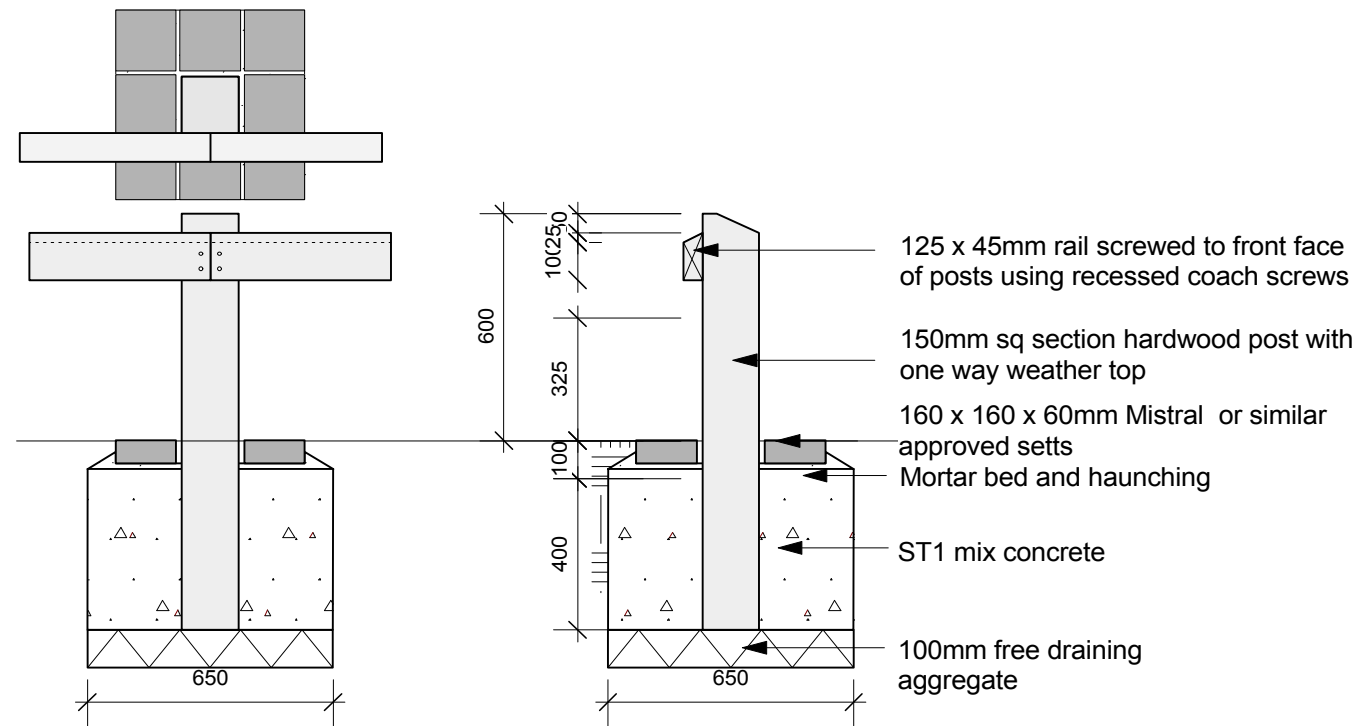
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**STANDARD CONSTRUCTION
 DETAILS for Open Green Spaces**
 POST AND 3 RAIL TIMBER FENCE (with
 optional mesh)

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B8: Knee Rail. Scale 1:20 @ A3

NOTES:

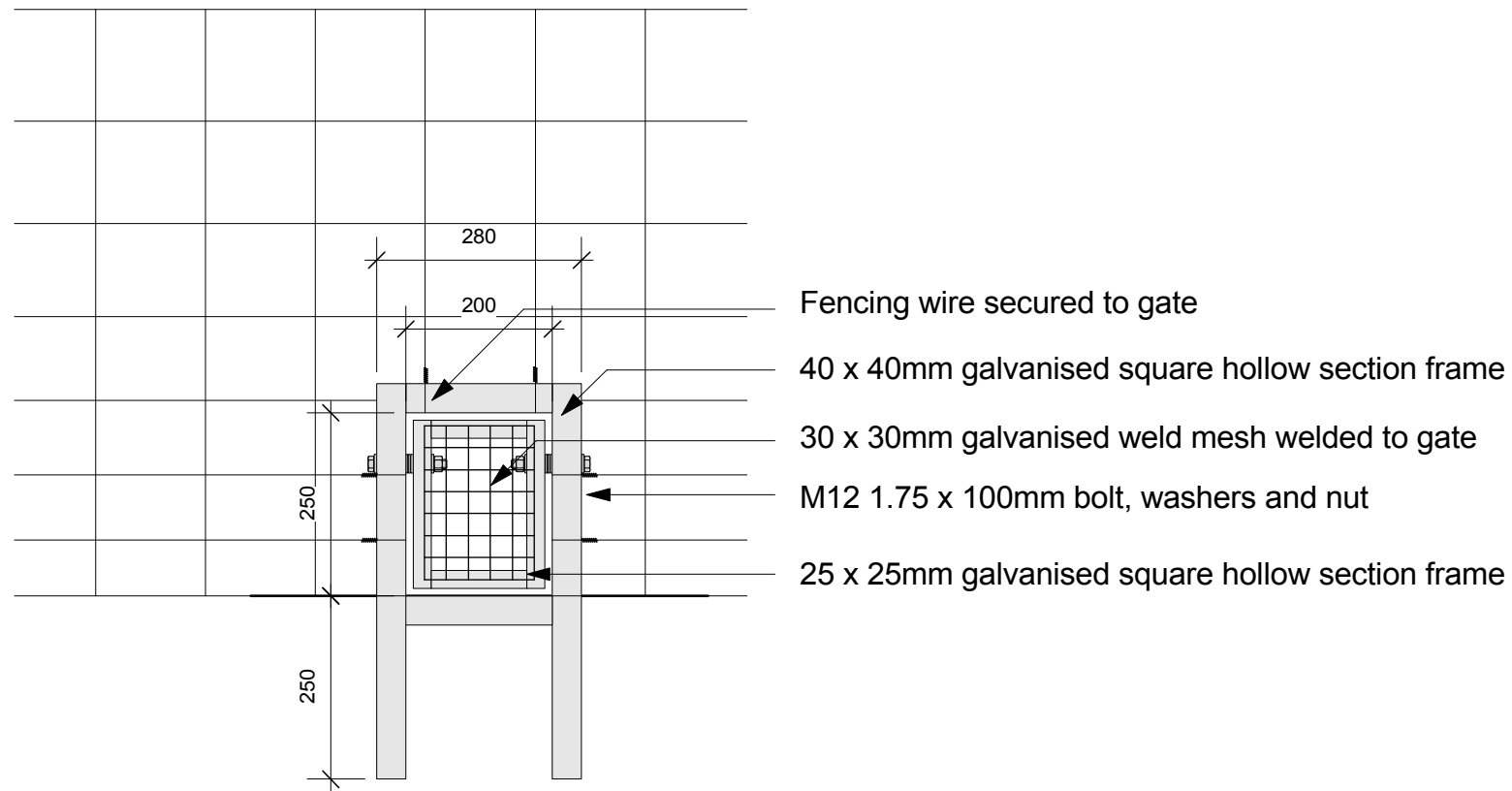
1. Posts to be hardwood. All other timber shall be planed and sanded PPT softwood.
2. Softwood timber shall be preserved in accordance with BS 8417 to give a 15 year lifespan.
3. Where marking a path edge posts to be abuted tight to edge restraint or included within edge restraint detail where appropriate

General Notes:

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3. Timber shall be free of splits and twists.
4. Units weighing in excess of 20kg must not be handled by a single person. A risk assessment must be carried out to ensure safe handling.

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B9 Badger gate Scale 1:10 @ A3

NOTE:

Use where directed - ie known live badge routes at the direction of Landscape Architect / ecologist.

General Notes:

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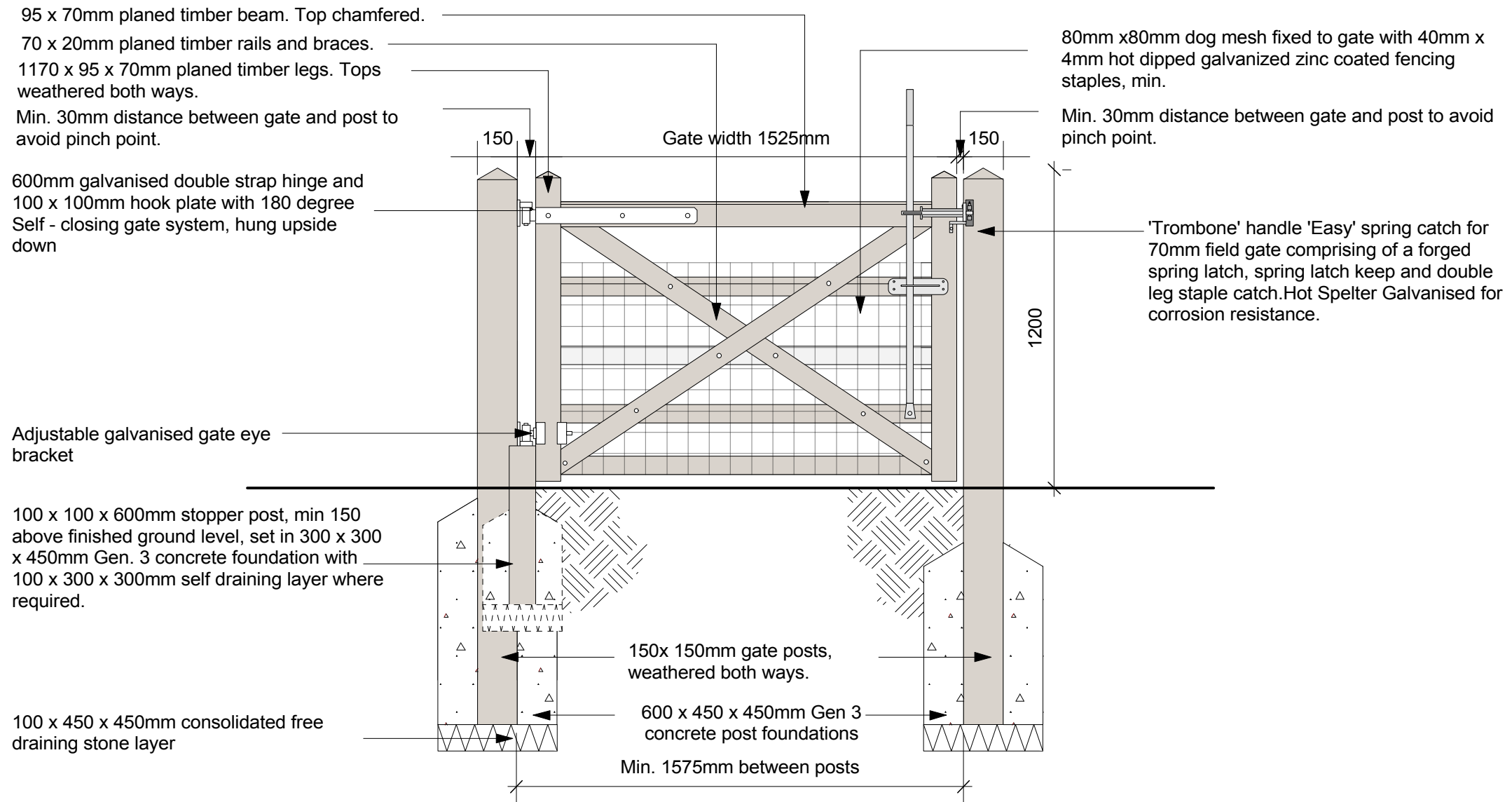
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**STANDARD CONSTRUCTION DETAILS
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GATEWAY: BADGER GATES

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B10 Pedestrian timber gate Scale 1:20 @A3

NOTES:

1. Hanging post can be combined with feature post see F9.
2. Ensure adjacent fencing type share posts or install double post (end of fence/gate post) with no gaps.
3. Gates to comply generally to BS 5709 especially giving minimum 30mm gap between gate and post.
4. Timber shall be preserved in accordance with BS 8417 to give a 20 year lifespan.

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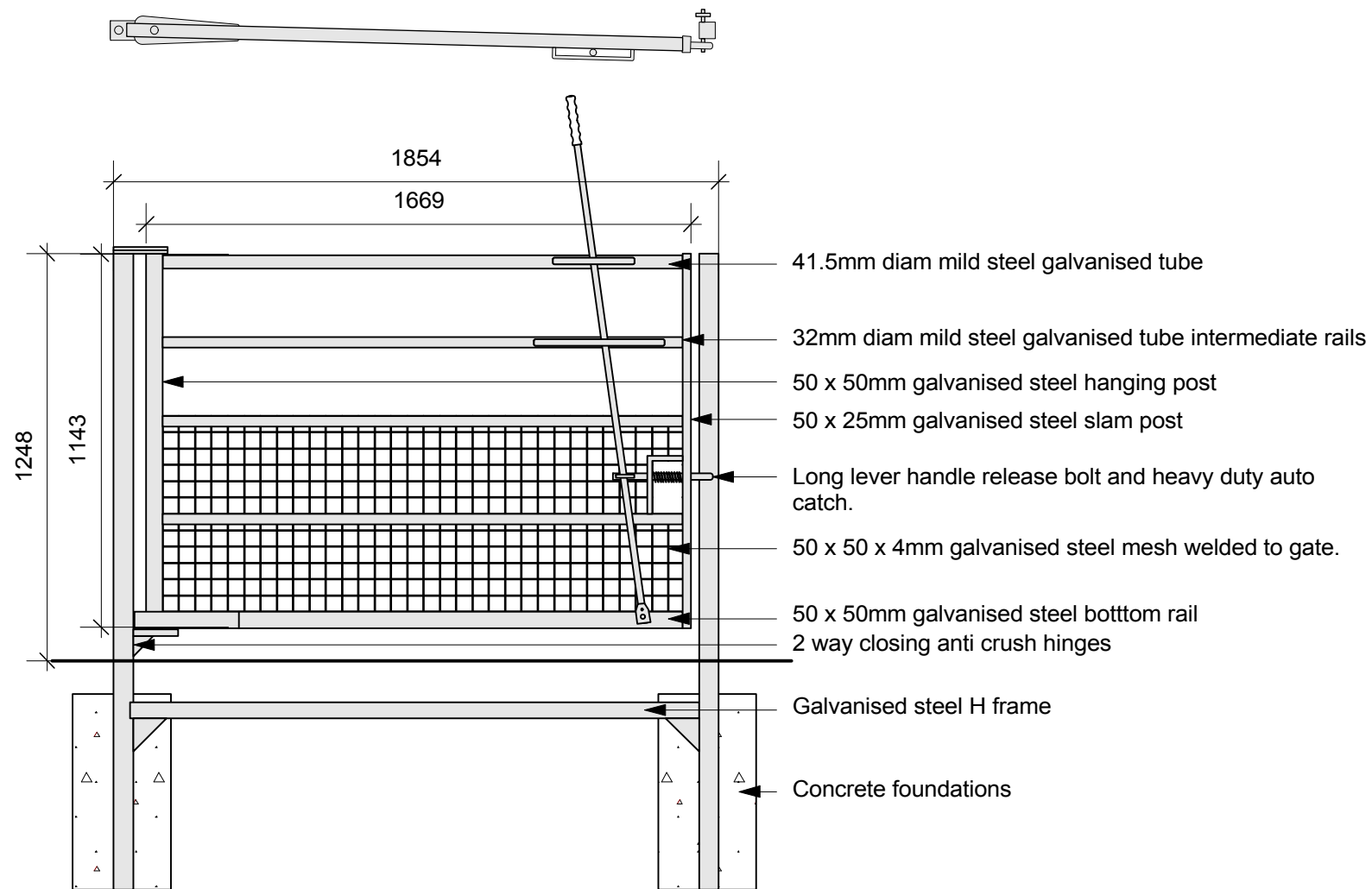
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**STANDARD CONSTRUCTION DETAILS
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GATEWAY: PEDESTRIAN TIMBER

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B11 Galvanised steel pedestrian gates Scale 1:20 @ A3

NOTES:

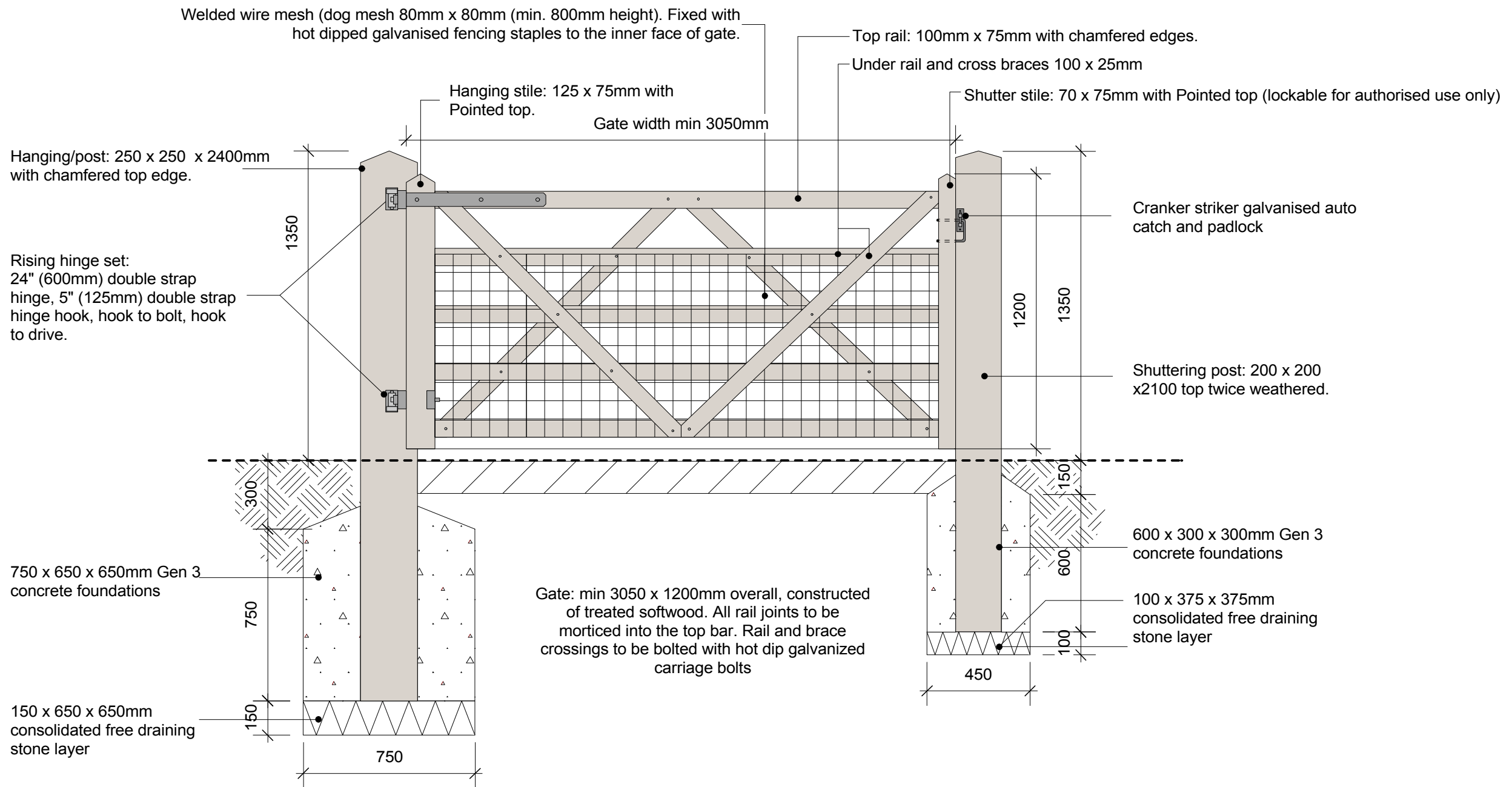
1. Gates to give minimum 30mm gap between gate and post.
2. Gates to comply to BS5709:2006
3. Gates, posts and furniture to be mild steel galvanised treated.
4. Gate to be installed with gate opening into the field.

General Notes:

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3. Timber shall be free of splits and twists.
4. Units weighing in excess of 20kg must not be handled by a single person. A risk assessment must be carried out to ensure safe handling.

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B12 Vehicular timber gate for maintenance access Scale 1:20 @A3

NOTES:

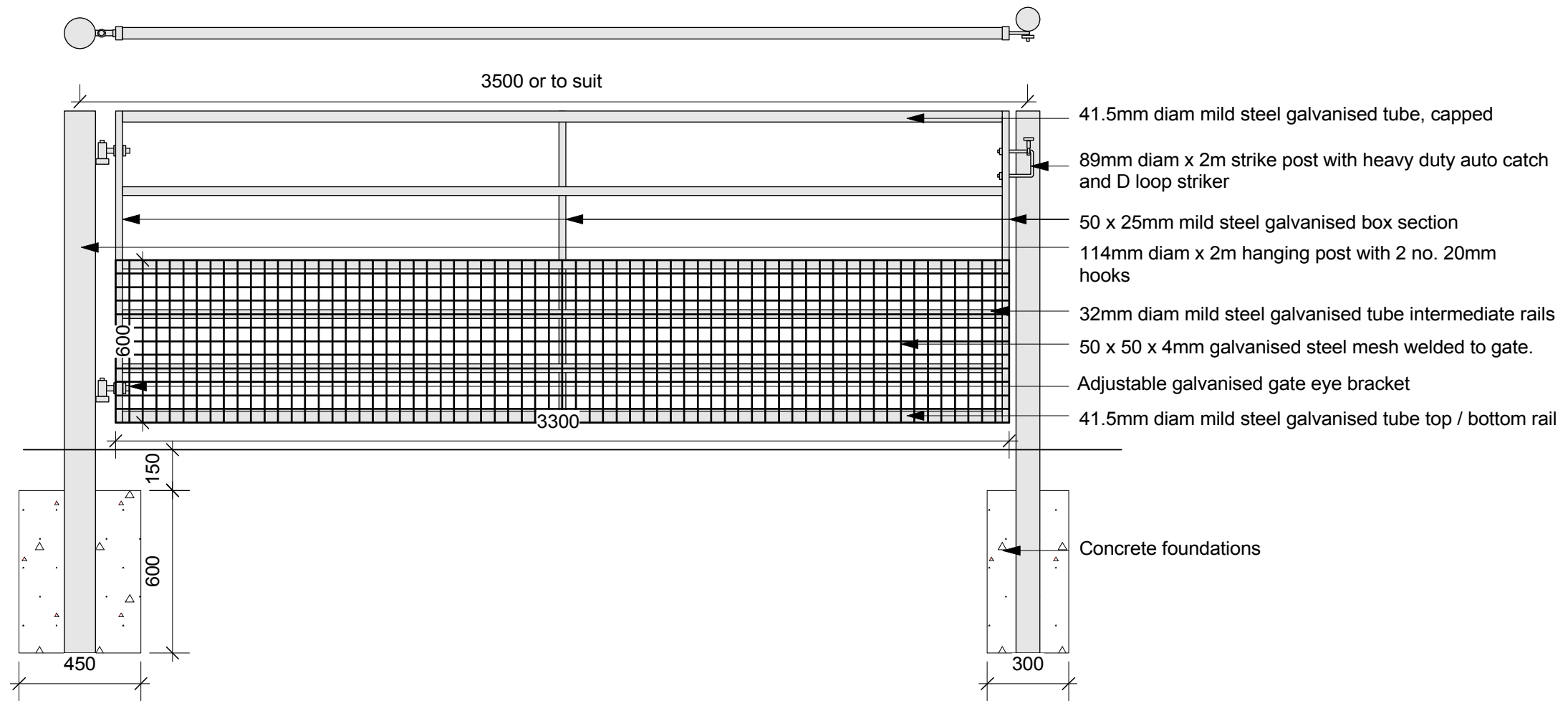
1. Not to be used as play area specific gates
2. Gates to comply generally to BS 5709 especially giving minimum 30mm gap between gate and post.
3. Timber shall be preserved in accordance with BS 8417 to give a 20 year lifespan.

General Notes:

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4. Units weighing in excess of 20kg must not be handled by a single person. A risk assessment must be carried out to ensure safe handling.

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B13 Galvanised steel field gates Scale 1:20 @ A3

NOTES:

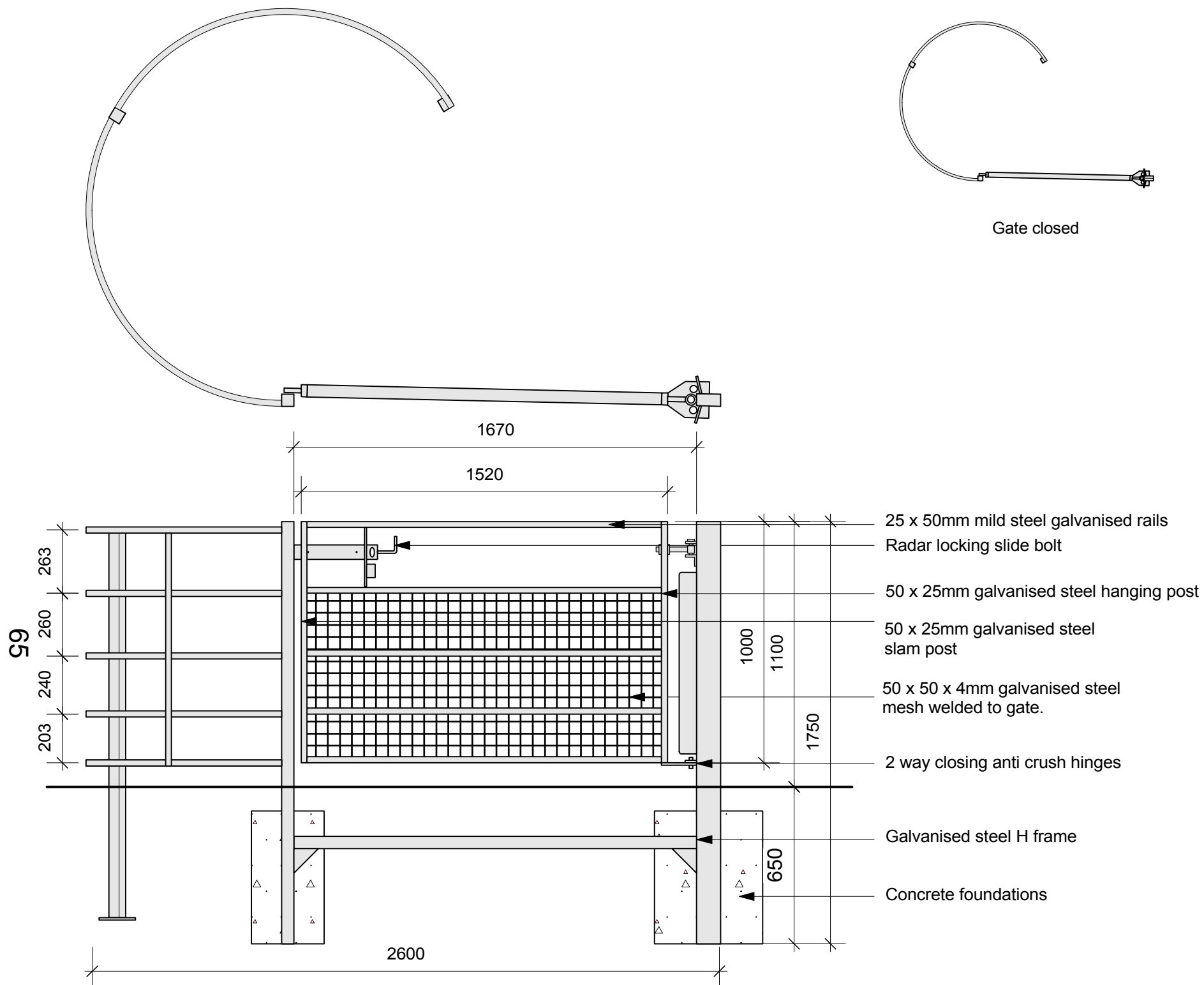
1. Gates to give minimum 30mm gap between gate and post.
2. Gates to comply to BS5709:2006
3. Gates, posts and furniture to be mild steel galvanised treated.
4. Gate to be installed with gate opening into the field. Mesh on livestock side of gate to prevent livestock climbing rails.

General Notes:

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NOTES:

1. Gates to give minimum 30mm gap between gate and post.
2. Gates to comply to BS5709:2006
3. Gates, posts and furniture to be mild steel galvanised treated.

General Notes:

1. All units are in millimeters unless otherwise stated.
2. Do not scale from this drawing.
3. Timber shall be free of splits and twists.
4. Units weighing in excess of 20kg must not be handled by a single person. A risk assessment must be carried out to ensure safe handling.

B14 Galvanised steel RADAR kissing gate Scale 1:20 @ A3

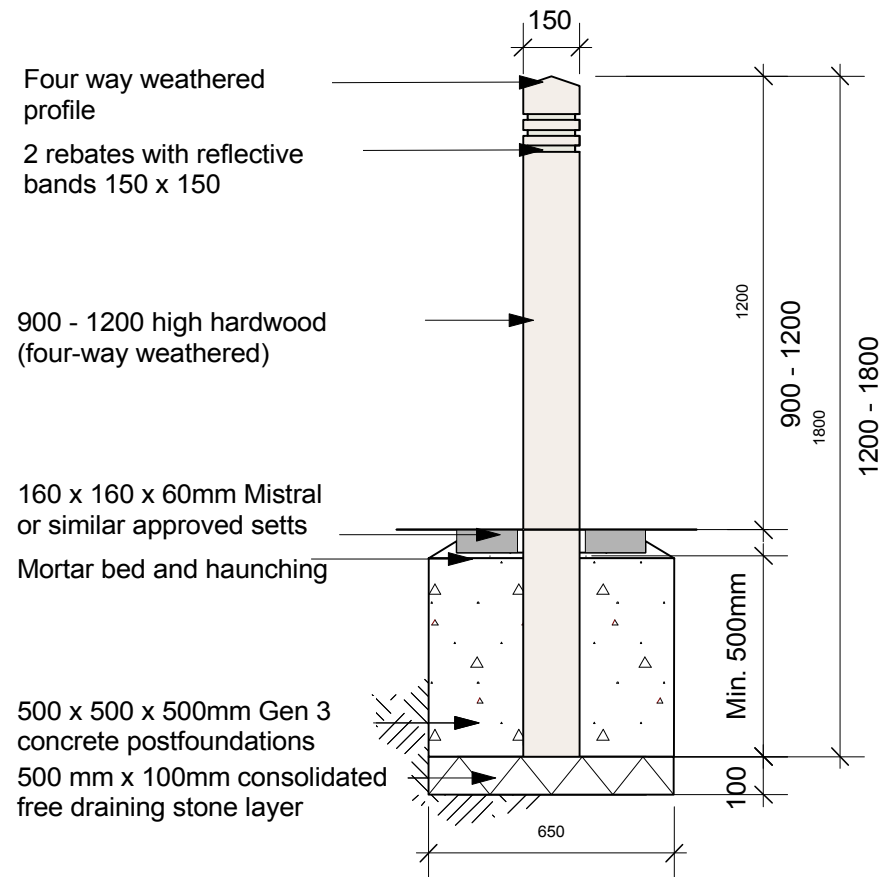
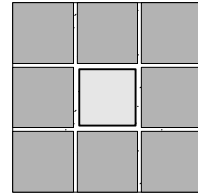


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**STANDARD CONSTRUCTION DETAILS
for Open Green Spaces
GATEWAY: PEDESTRIAN STEEL
RADAR KISSING GATE**

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B15: Timber bollard Scale 1:20

NOTES:

Joints to be less than 10mm.

General Notes:

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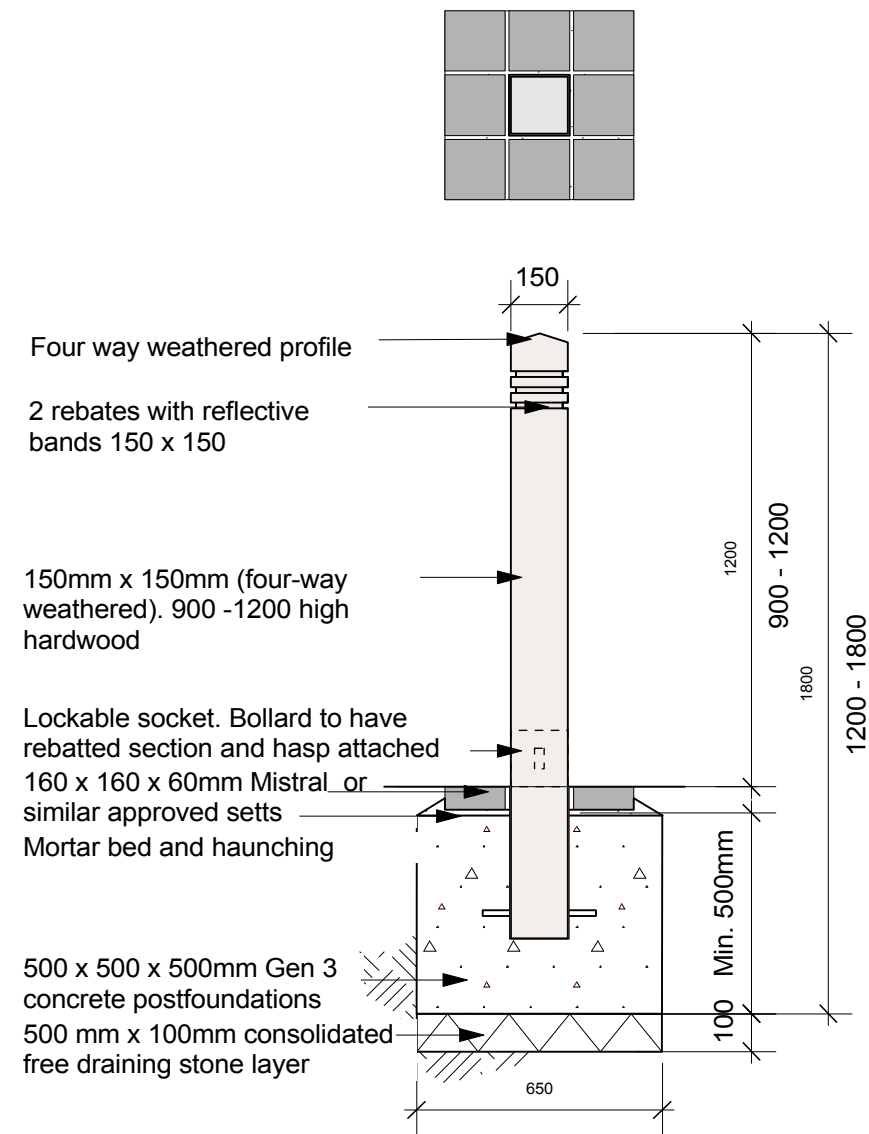
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STANDARD CONSTRUCTION DETAILS
for Open Green Spaces

GATEWAY: BOLLARDS

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B16: Timber bollard - Removable: Scale 1:20

NOTES:

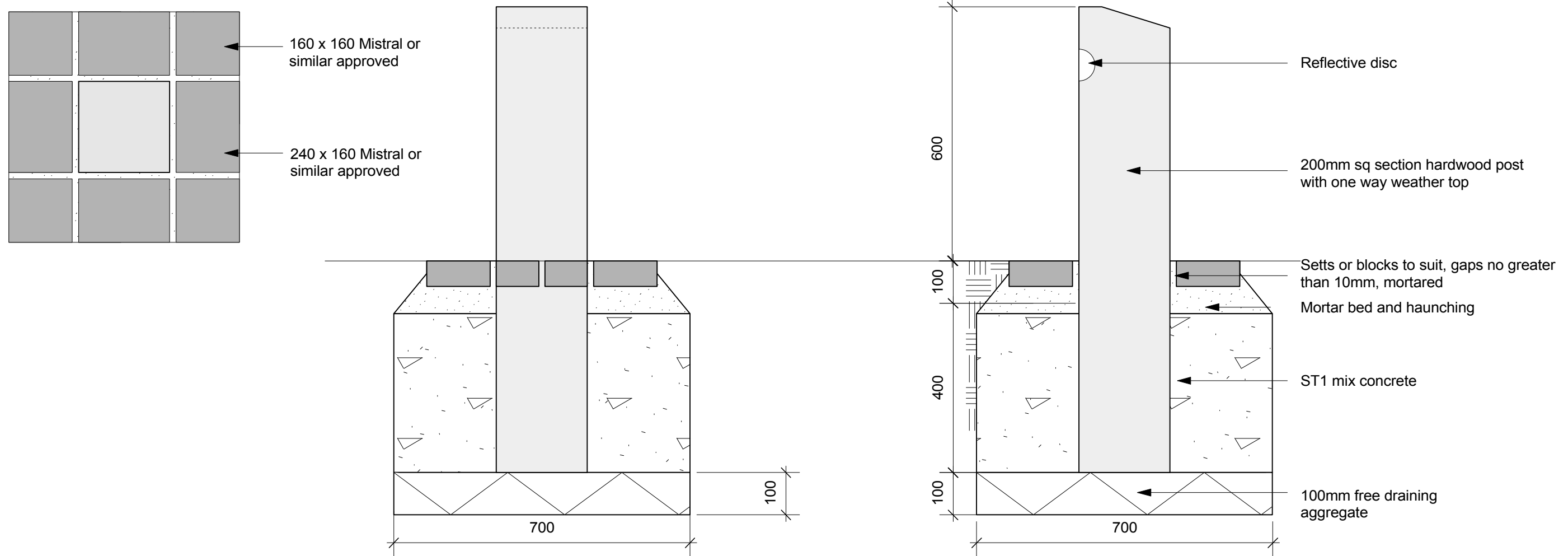
Joints to be less than 10mm.

General Notes:

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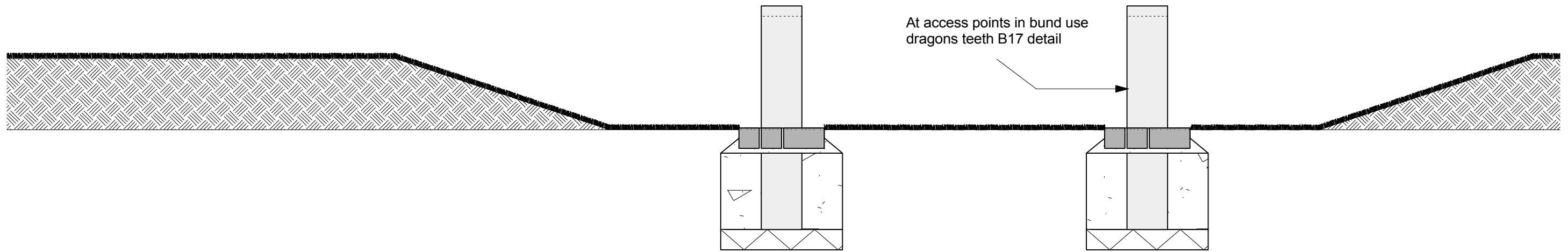
B17: Dragons teeth Scale 1:10 @A3

General Notes:

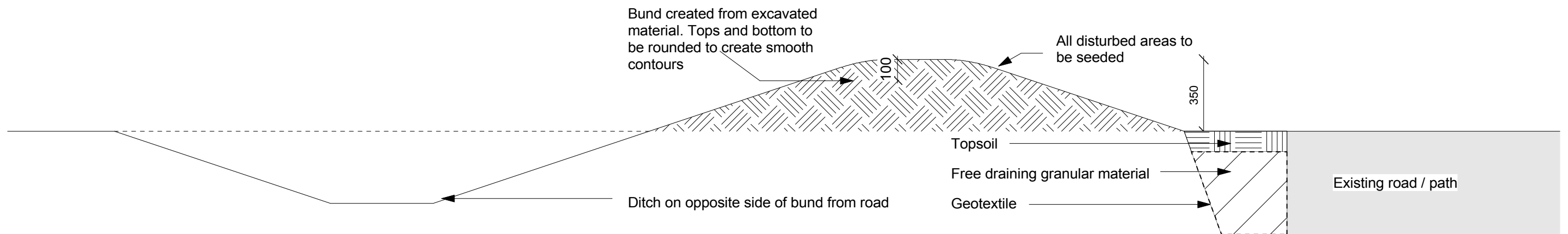
1. All units are in millimeters unless otherwise stated.
2. Do not scale from this drawing.
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**STANDARD CONSTRUCTION DETAILS
for Open Green Spaces**

GATEWAY: DRAGONS TEETH



Elevation



Section.

B18 Roadside bund Scale 1:20 @ A3

NOTES:

1. Slopes profiled to prevent driving over.
2. Typical 'open forest' detail to prevent vehicle encroachment onto open areas.

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Green Way
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STANDARD CONSTRUCTION DETAILS
for Open Green Spaces

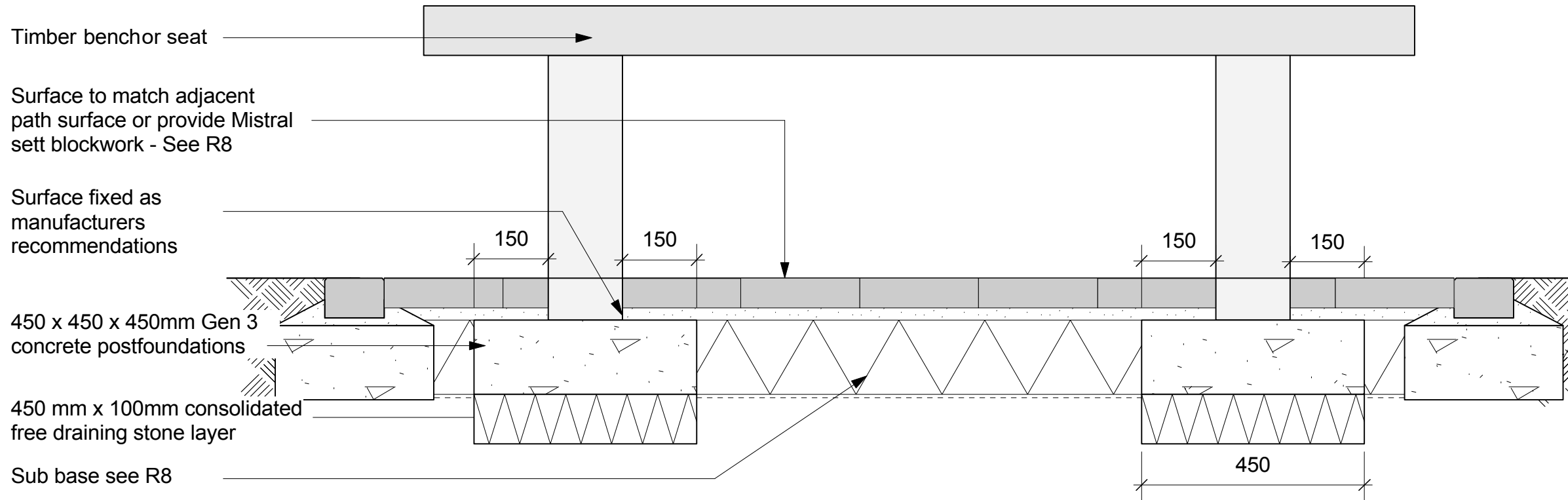
GATEWAY: DITCH AND BUND COMBINATIONS

NOTES

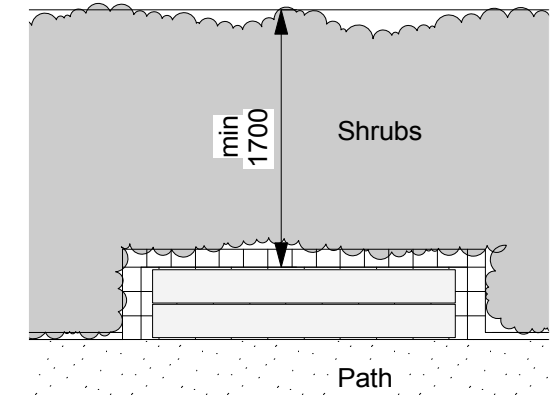
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B18

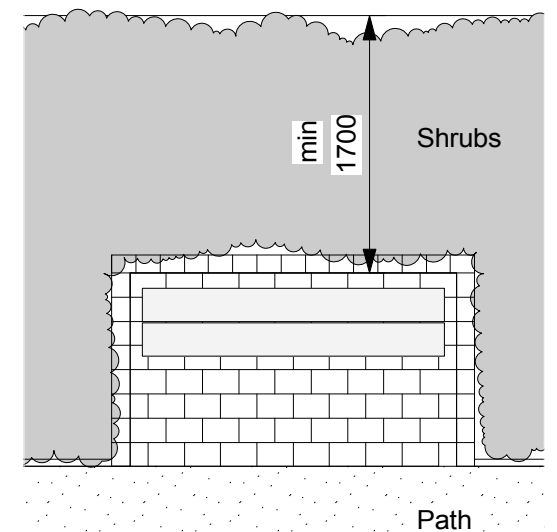
NOTE: Seats and benches to be installed on a hard surfaced plinth, as shown below in section.
The examples of suitable seats and benches do not illustrate this requirement



Section detail.



Plan view: preferred option.



Plan view Alternative option.

70



Tooting slatted seat with wavy backrest
Woodscape

Sample images



Greenwich iroko park benches
Branson Leisure



Westminster
Broxap



Edale rustic
Broxap



Type 2 hardwood bench
Woodscape



Zen FSC green oak bench
Chris Nangle Furniture

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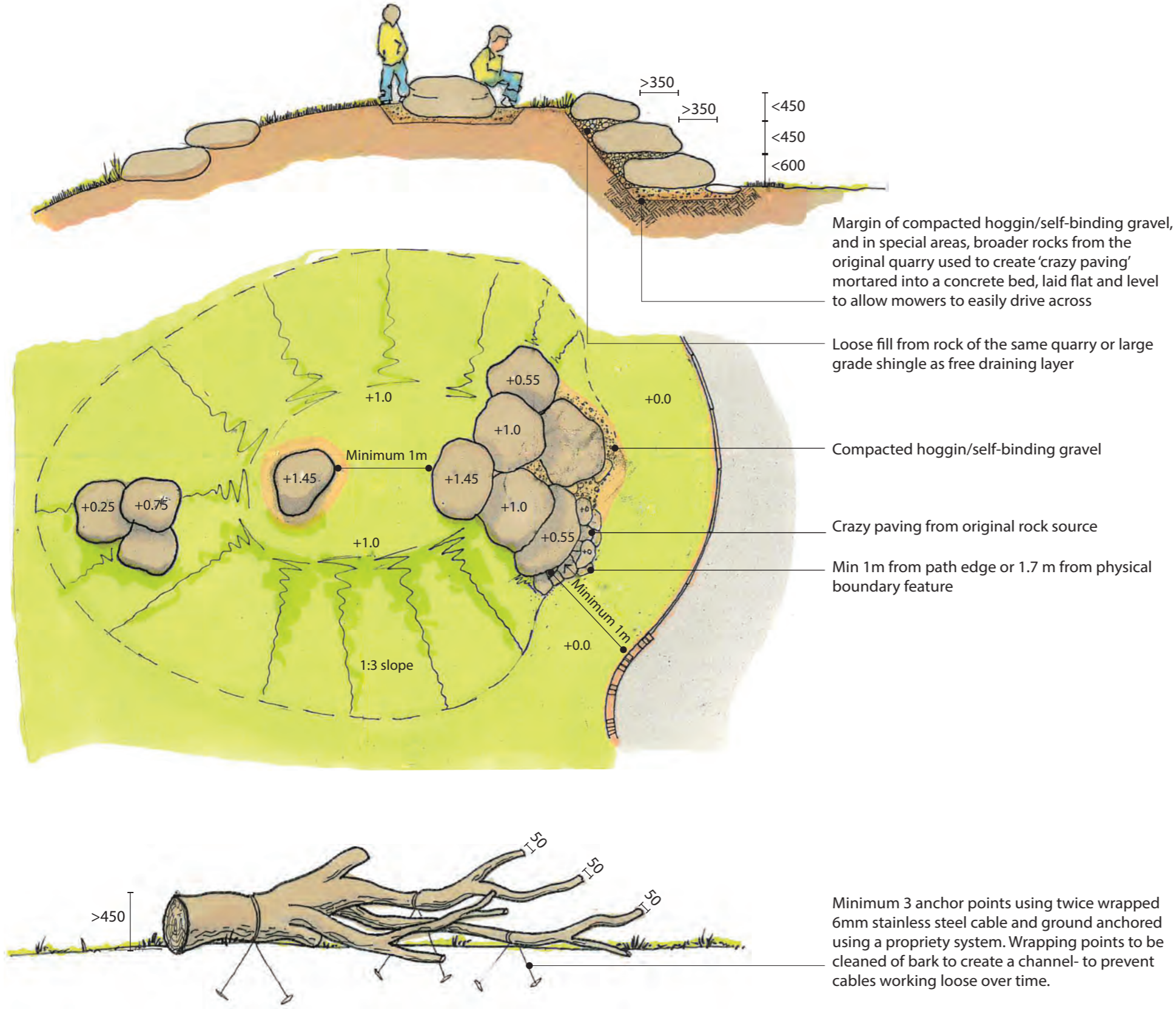


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**STANDARD CONSTRUCTION DETAILS
for Open Green Spaces
HARDWOOD TIMBER SEAT OR BENCH**

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Landscape Features

Boulders and logs may be used outside of defined play spaces in combination with banks, slopes, mounds and dips in order to enhance the appearance and add variety to the terrain, offer informal seating and stopping opportunities as well as creating minor landmarks and definition to paths, entrances, margins and destinations. Mounds must be feathered into a terrain, never appearing as entirely distinct departures from the surrounding topography. Avoid hard breaks of slope unless sculptural form is a clear aspiration for a distinctly man-made landscape. Avoid the tendency for mounds to appear as pimples applied to otherwise entirely flat land.

Boulders:

1 All boulders should be from a single rock type without layers of sharper stones/flints and should be of a type that does not easily crumble or flake. Dorset Limestone, Purbeck rockery stone or Gabbro stone has been found to suit most situations.

2 Typical boulder size should be between 300 and 600mm and a minimum of 450mm broad in any direction but typically around 700mm broad.

3 All exposed faces should have any sharp projections or angles removed.

Logs:

1 Logs/trunks must have a minimum diameter of 450mm.

2 All branches to be trimmed to a minimum diameter of 50mm, trimmed and chamfered to remove sharp or splintered ends.

3 All rot and hollows to be cleaned out to leave no water traps

4 Logs/trunks be fixed to the ground so as not to move or rock when climbed on.

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4 Units weighing in excess of 20kg must not be handled by a single person. A risk assessment must be carried out to ensure safe handling.

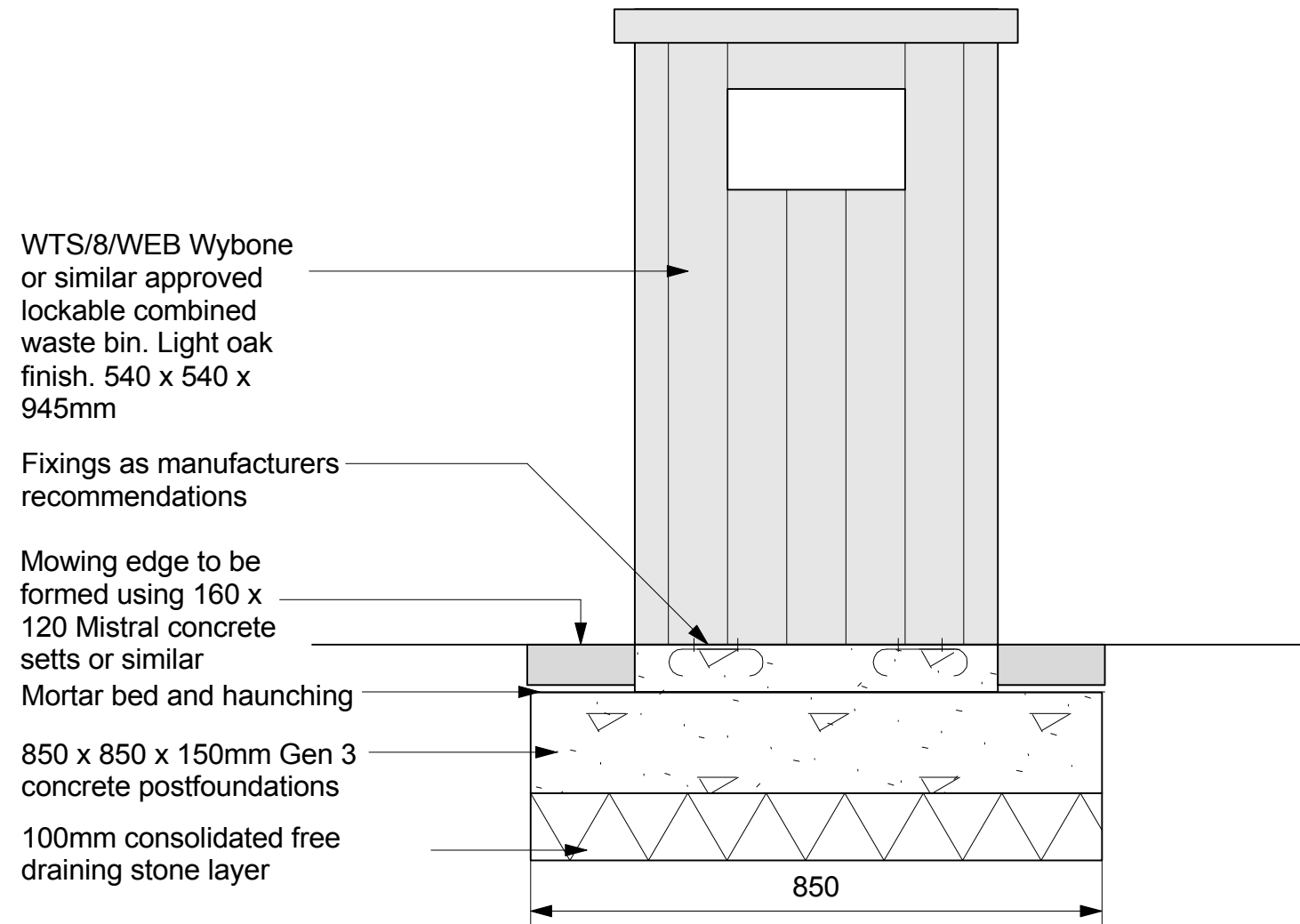


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**STANDARD CONSTRUCTION DETAILS
for Open Green Spaces
LANDSCAPE FEATURES**

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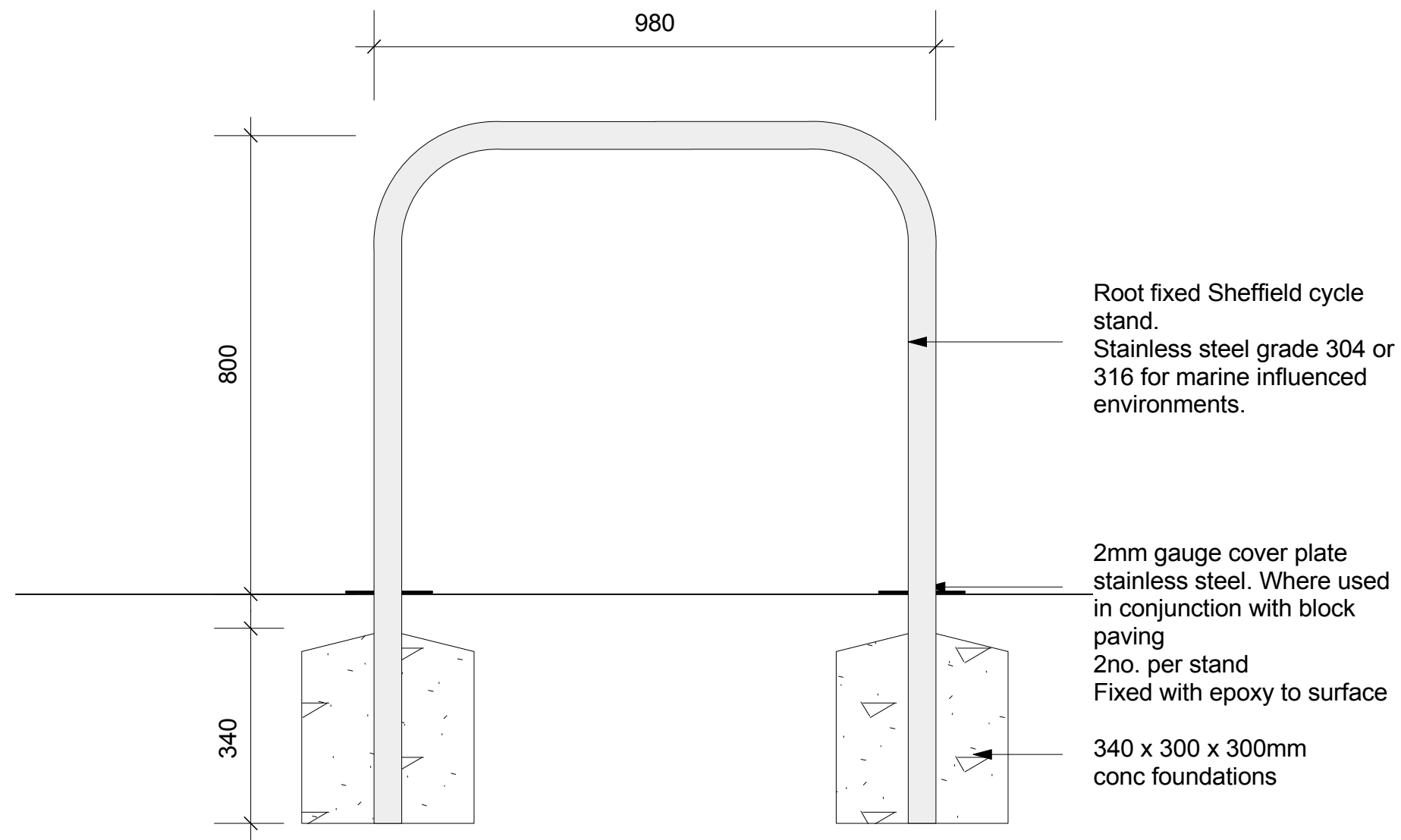


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Typical Cycle stands Scale 1:10

NOTES:

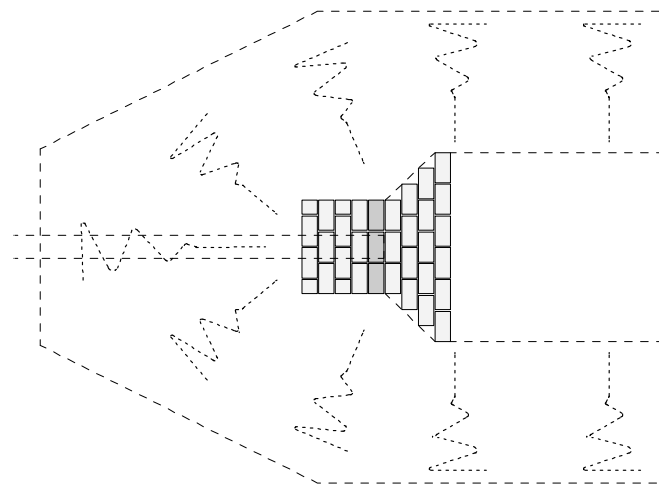
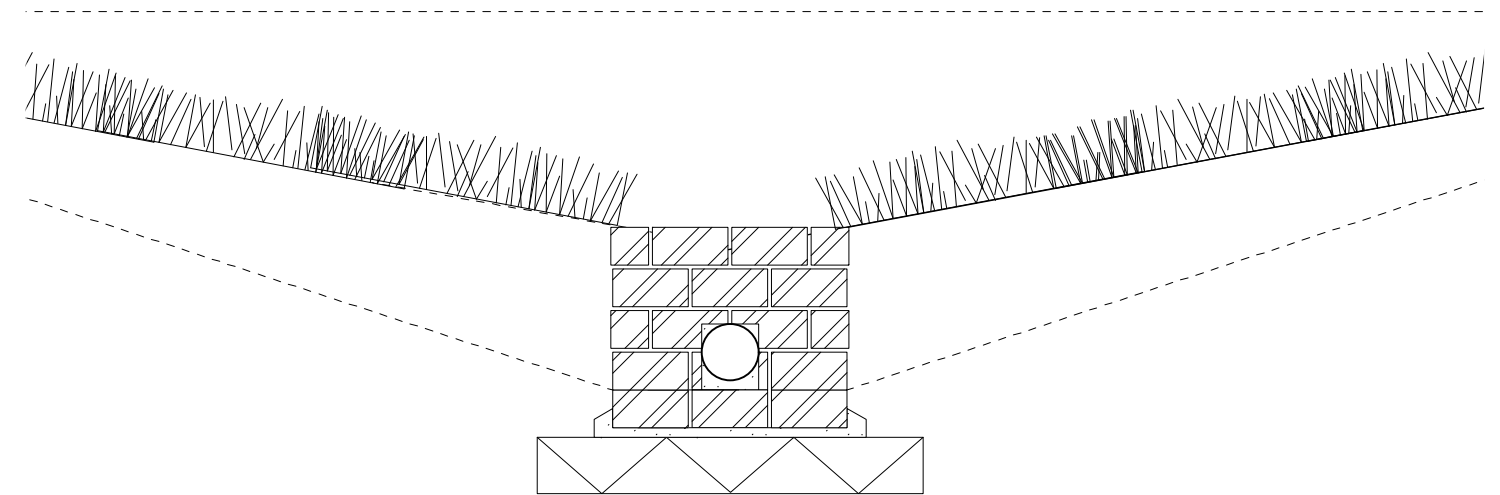
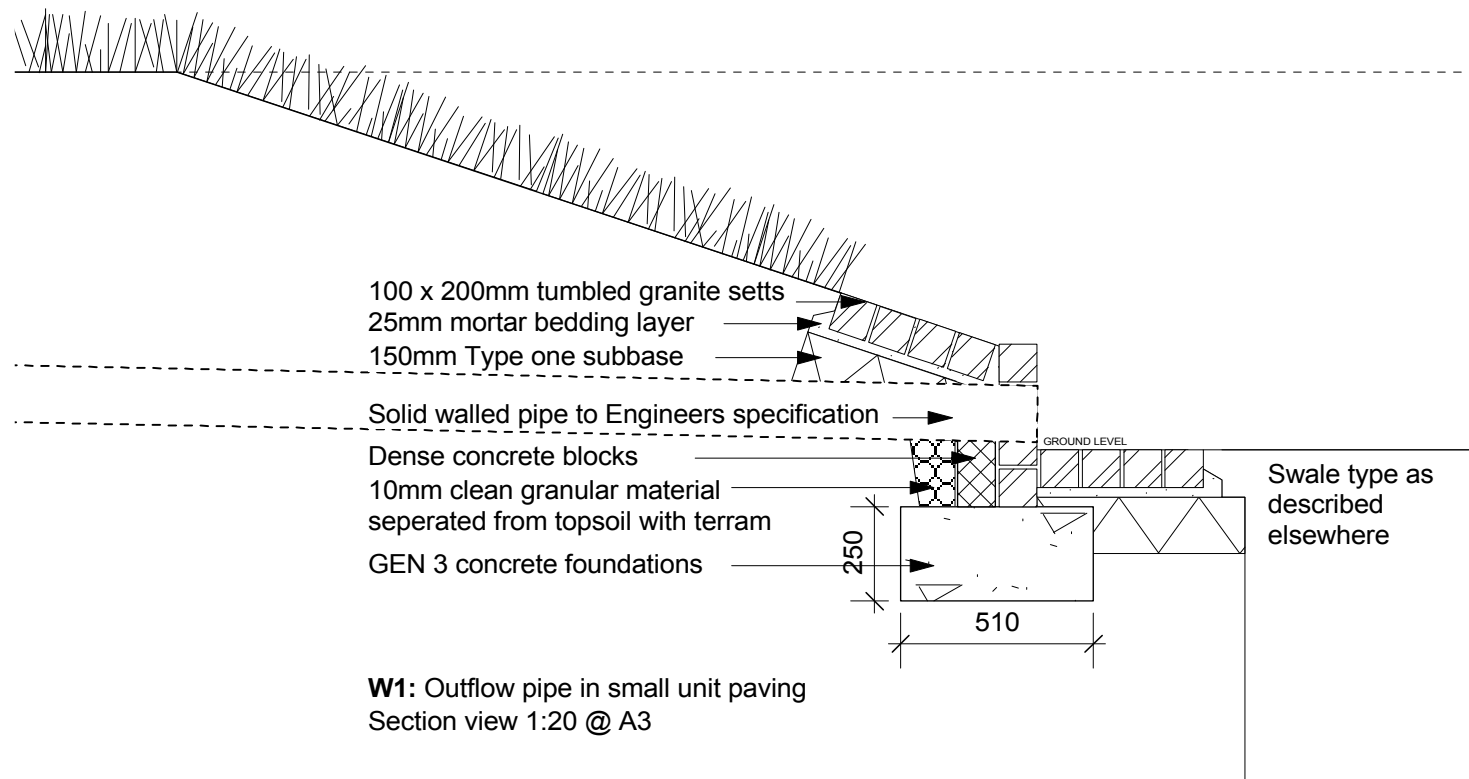
1. Space bike hoops min 800mm apart.
2. Finish to be brushed stainless steel Grade 304 min.
3. Stands to be root fixed into concrete foundations. Cover plates to be used in conjuncture with stands. Stainless steel to match stand. Fixed to surface with proprietary epoxy.
4. Where used in conjuncture with block paving and bitmac surface use cover plate as shown.

General Notes:

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Green Way
SPACES FOR PEOPLE AND WILDLIFE

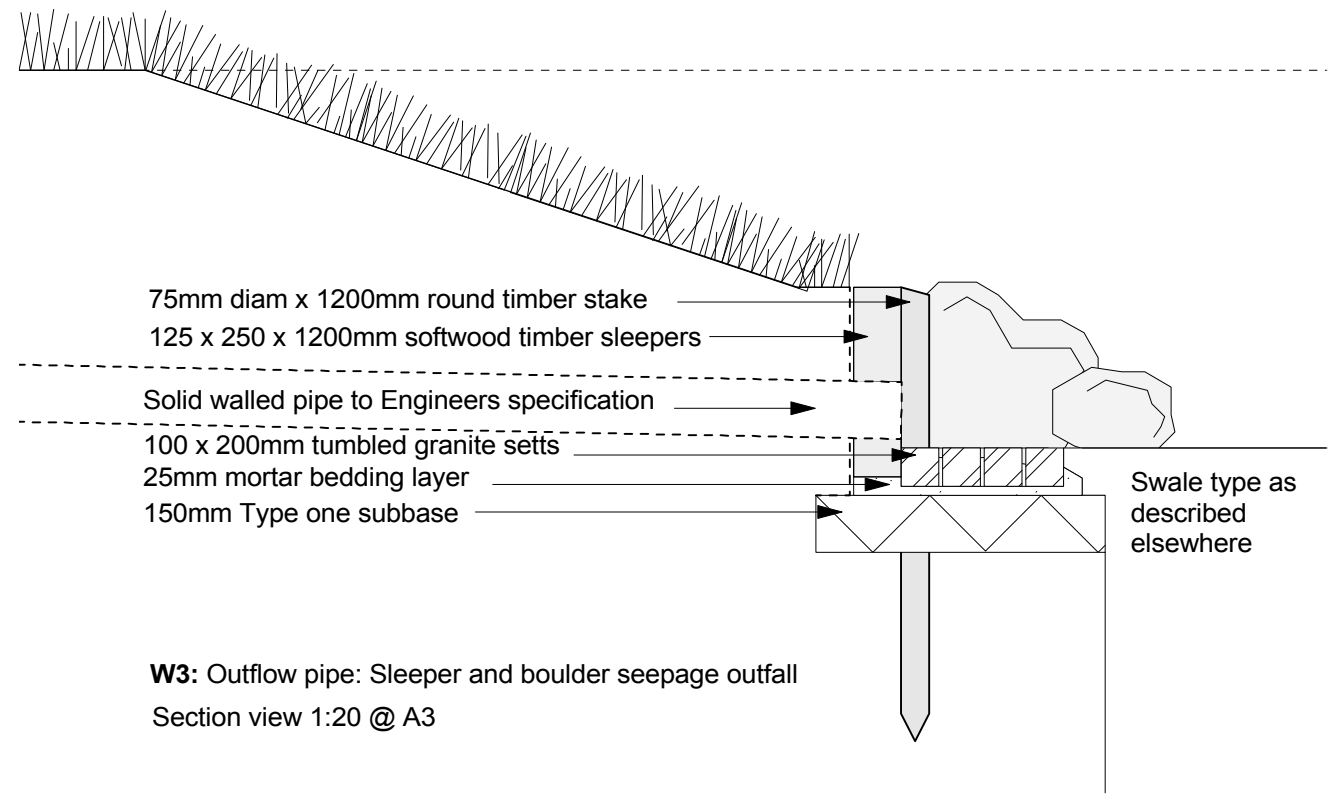
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STANDARD CONSTRUCTION DETAILS
for Open Green Spaces
OUTFLOW: SMALL UNIT PAVER

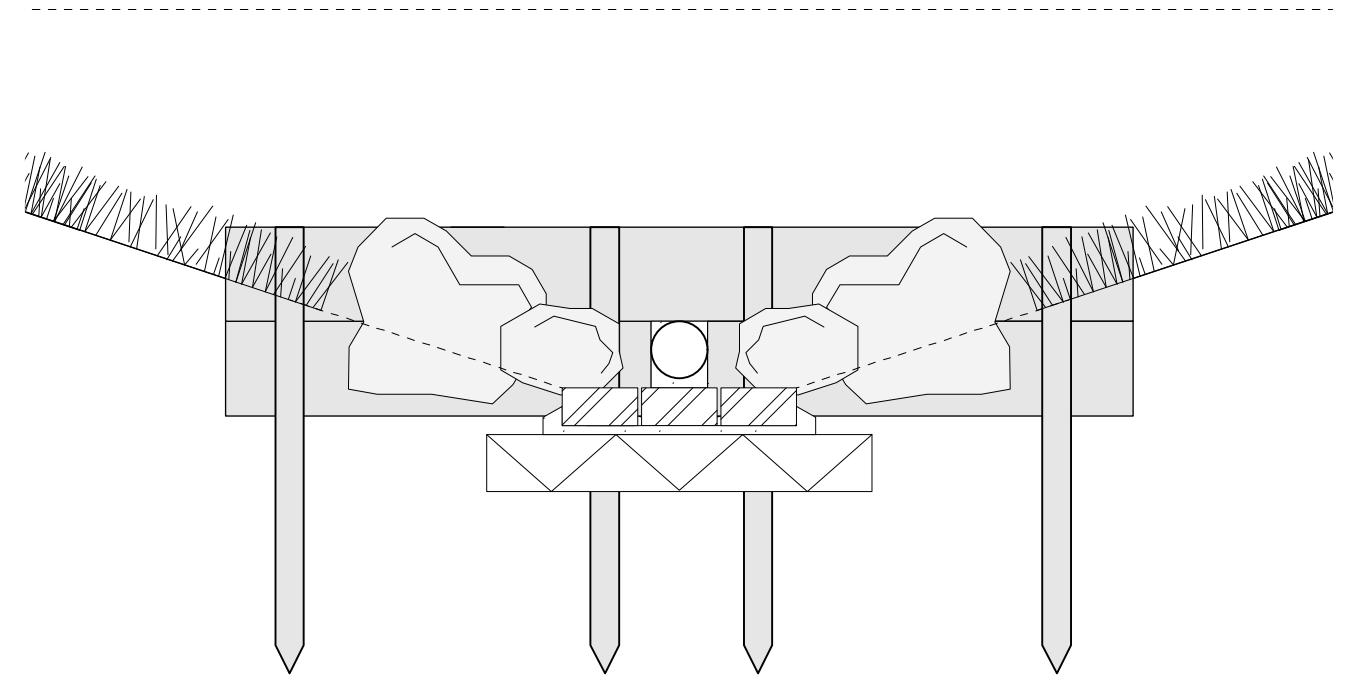
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W1

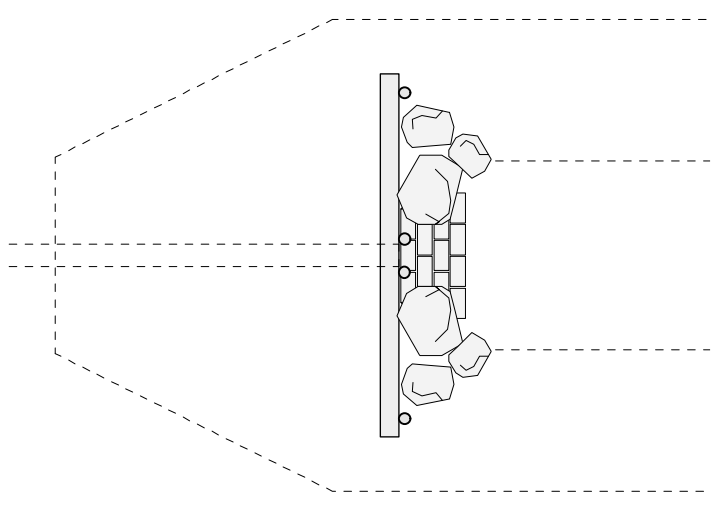


W3: Outflow pipe: Sleeper and boulder seepage outfall
Section view 1:20 @ A3



W3: Outflow pipe: Sleeper and boulder seepage outfall
Elevation view 1:20 @ A3

75



W3: Outflow pipe: Sleeper and boulder seepage outfall
Plan view. 1:50 @ A3

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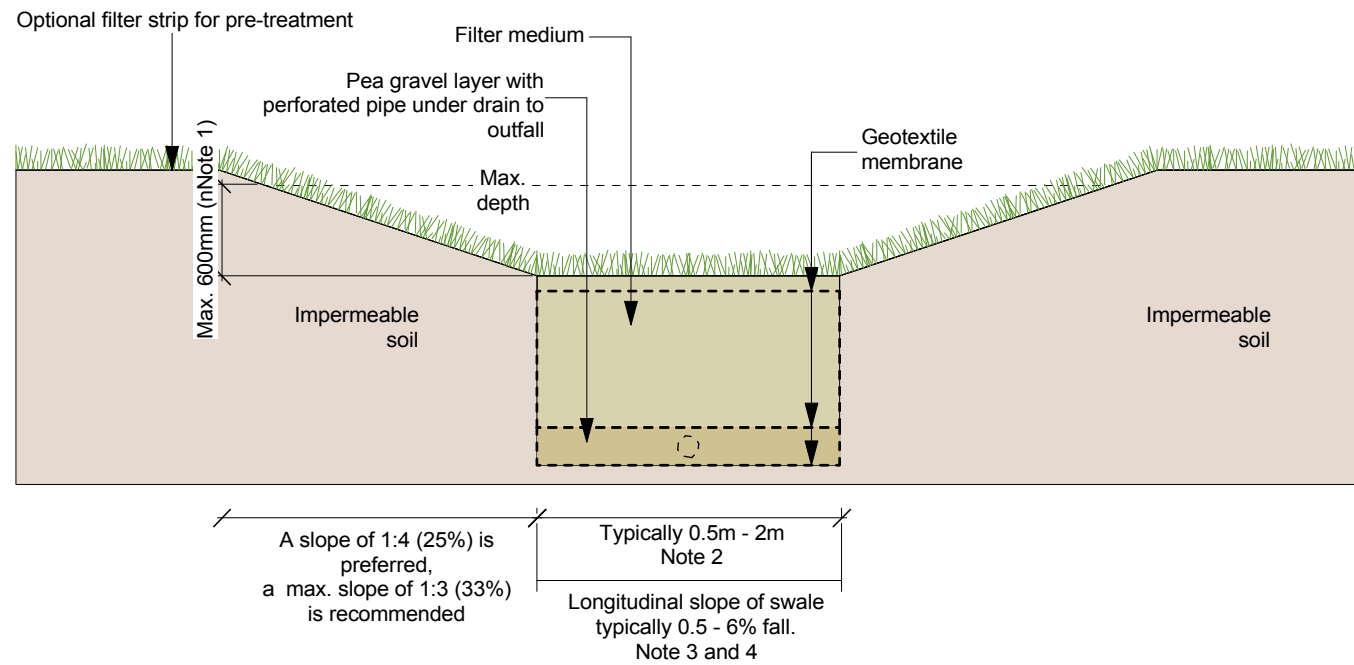


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**STANDARD CONSTRUCTION DETAILS
for Open Green Spaces
OUTFLOW: Sleeper and Boulder seepage Outfall**

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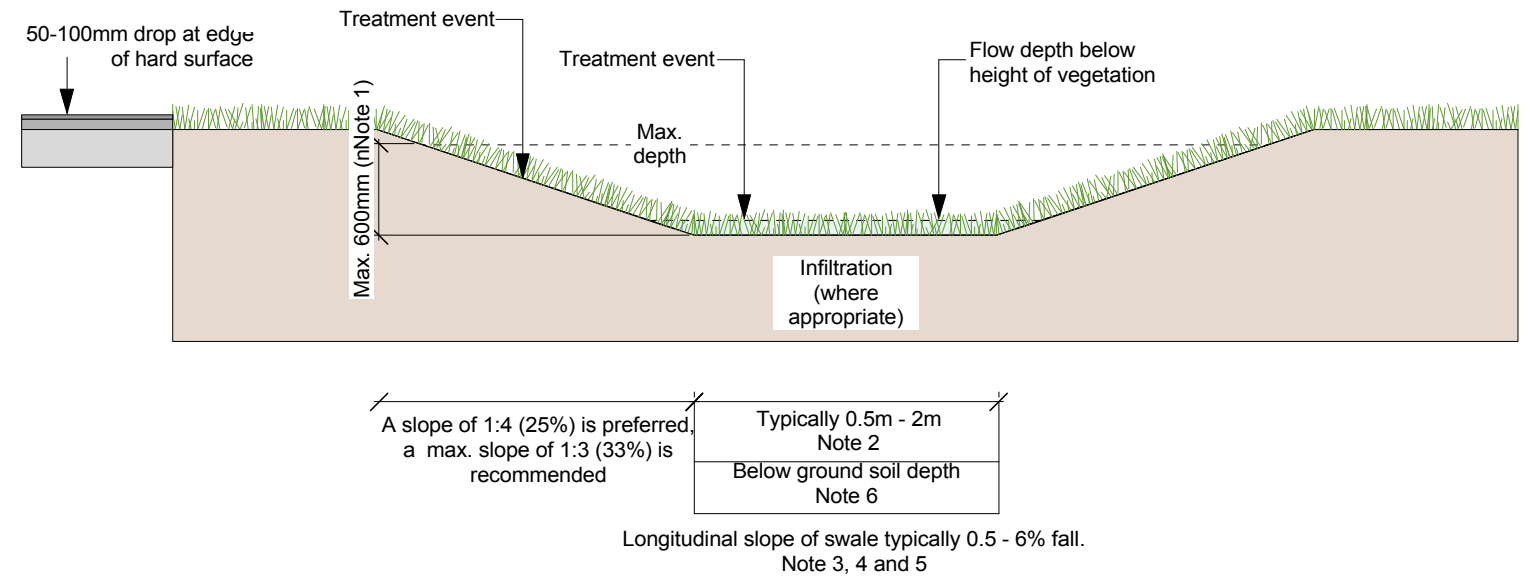
W3



W4A: Typical dry / enhanced swale Scale 1:50

Notes

1. Ma. depth can be increased where it is deemed acceptable by a Health and Safety assessment.
2. Swale bottoms may be narrower or wider, subject to suitable assessment.
3. Check dams should be incorporated on longitudinal slopes greater than 3% (which may increase up to 10%)
4. Permanent reinforcement matting to be incorporated on longitudinal slopes greater than 6%
5. Underdrains are required for conveyance swales with a slope less than 1.5% - alternatively wet swales may be more suitable
6. The maximum likely groundwater level should always be at least 1m below the lowest level of the swale where protection of groundwater is deemed sensitive and/or vulnerable.



W4B: Typical conveyance / attenuation dry swale Scale 1:50

Notes

1. Maximum depth can be increased where it is deemed acceptable by a Health and Safety assessment; ie no barriers are required
2. Swale bottoms may be narrower or wider, subject to suitable assessment.
3. Check dams should be incorporated on longitudinal slopes greater than 3% (which may increase up to 10%)
4. Permanent reinforcement matting to be incorporated on longitudinal slopes greater than 6%
5. Underdrains are required for conveyance swales with a slope less than 1.5% - alternatively wet swales may be more suitable
6. The maximum likely groundwater level should always be at least 1m below the lowest level of the swale where protection of groundwater is deemed sensitive and/or vulnerable.

General Notes :

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**STANDARD CONSTRUCTION DETAILS
for Open Green Spaces
TYPICAL DRY SWALE**

Drawn By
HCC
Property Services

New Forest
DISTRICT COUNCIL

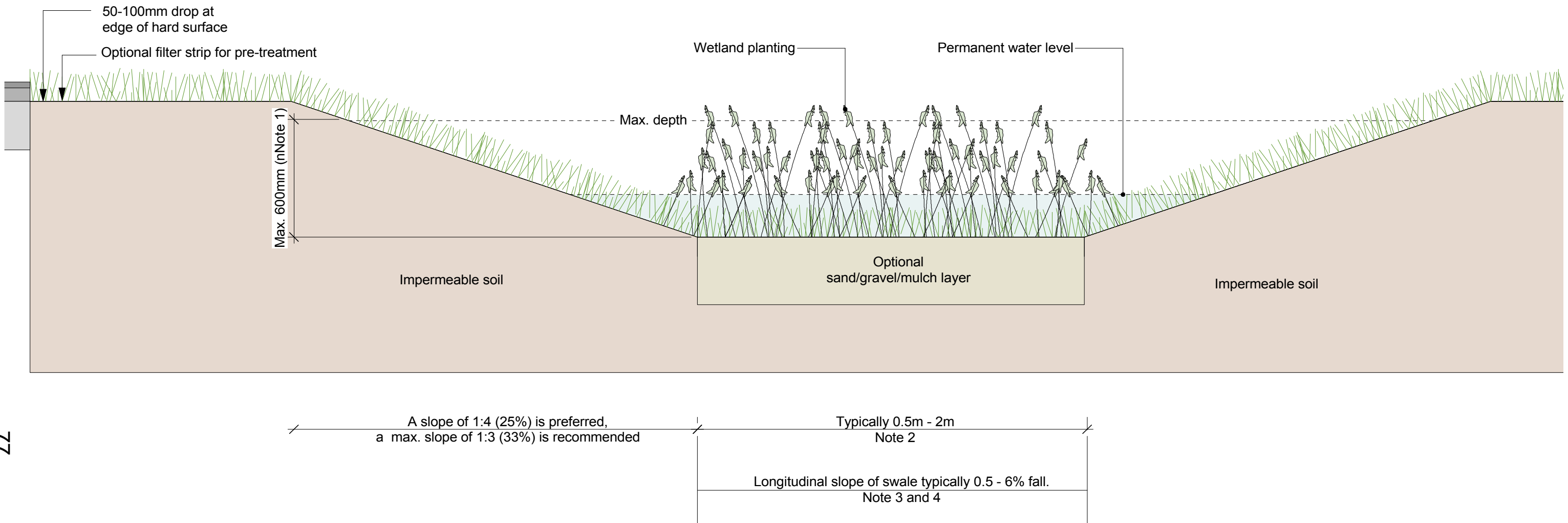
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W4



W5: Typical wet swale Scale 1:50

Notes

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- 2. Swale bottoms may be narrower or wider, subject to suitable assessment.
- 3. Check dams should be incorporated on longitudinal slopes greater than 3% (which may increase up to 10%)
- 4. Permanent reinforcement matting to be incorporated on longitudinal slopes greater than 6%

General Notes :

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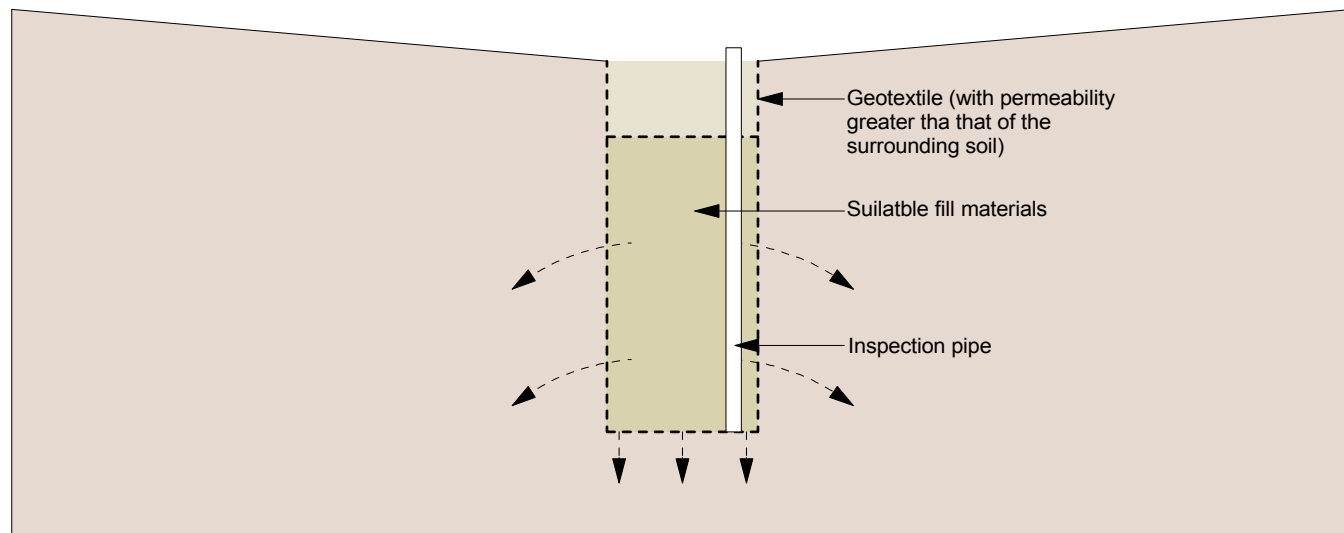
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STANDARD CONSTRUCTION DETAILS
for Open Green Spaces
TYPICAL WET SWALE

NOTES

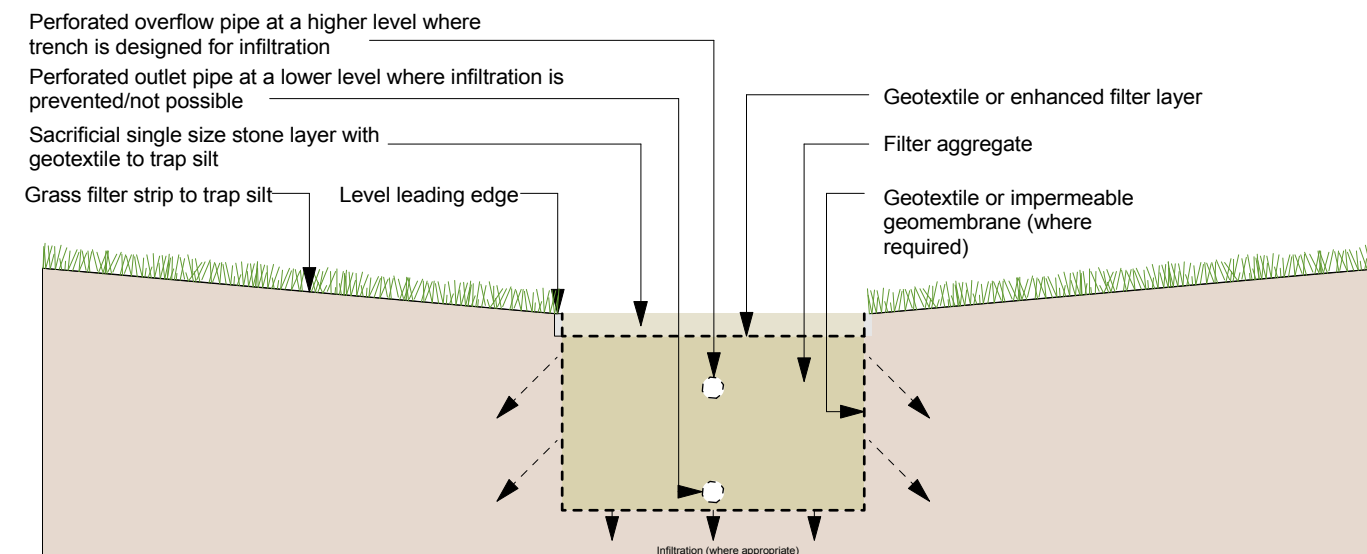
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W6A: Typical infiltration trench / linear soakaway Scale 1:50

NOTES:

1. Suitable fill materials: Type B filter material, 10mm pea gravel, 4 - 40mm aggregate in accordance with BS7533.13. Fill material to have a porosity to suit design assumptions.
2. For infiltration ensure geotextile has greater permeability than the surrounding soil. For filter drains use impermeable membrane where required.



W6B: Typical filter / french drain Scale 1:50

Notes

1. For infiltration ensure geotextile has greater permeability than the surrounding soil.
2. For filter drains use impermeable membrane where required.

General Notes :

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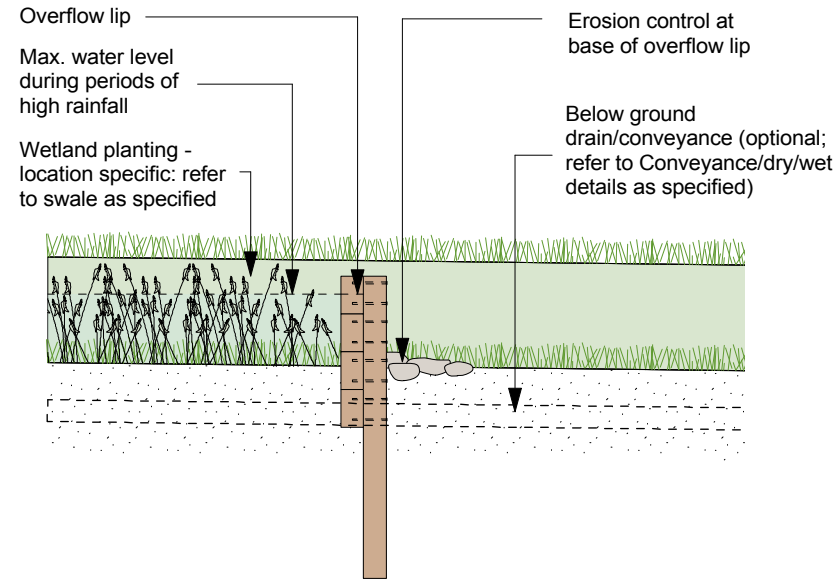
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**STANDARD CONSTRUCTION DETAILS
for Open Green Spaces
TYPICAL FILTER AND INFILTRATION DRAINS**

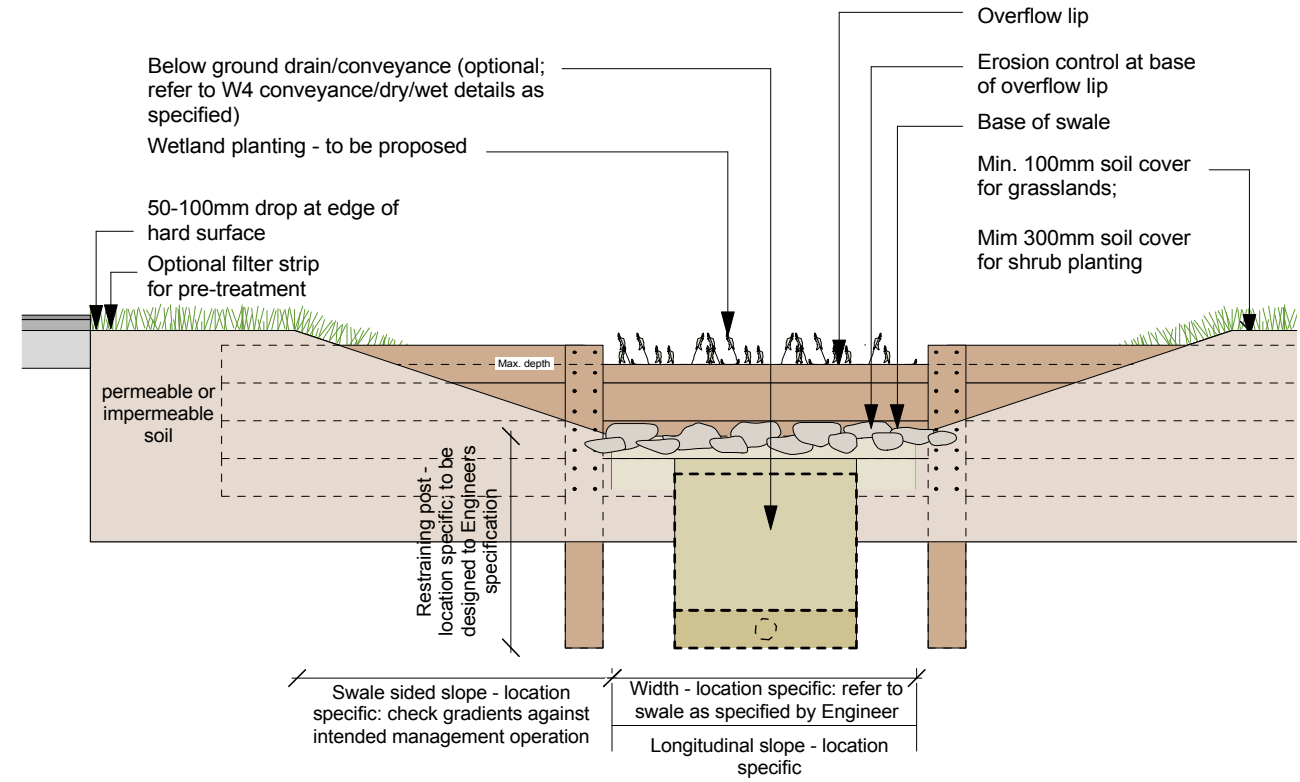
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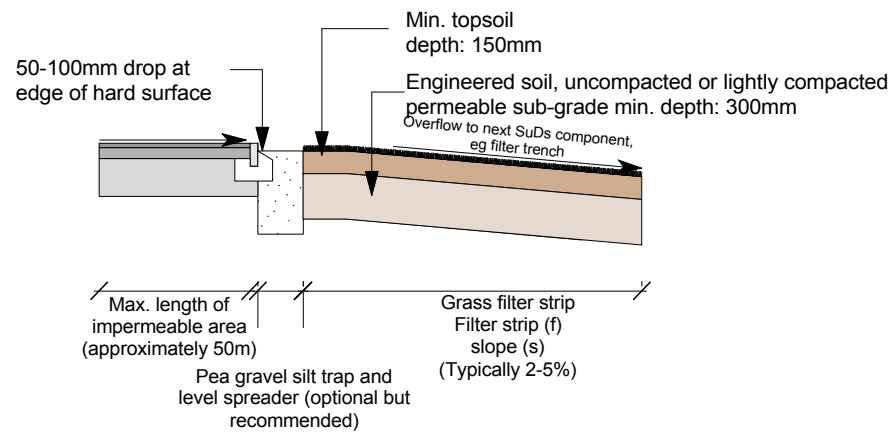
W6



W7B: Check dam: Side section elevation Scale 1:50



W7A: Check dam: Front section elevation Scale 1:50



W7C: Filter strip schematic Scale 1:50

General Notes:

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Green Way
SPACES FOR PEOPLE AND WILDLIFE

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**STANDARD CONSTRUCTION DETAILS
for Open Green Spaces
TYPICAL HARDWOOD TIMBER CHECK DAM**

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ENVIRONMENT OVERVIEW AND SCRUTINY PANEL – 14 JANUARY 2021

SIGNAGE FOR OPEN SPACE DELIVERED THROUGH PLANNING

1. INTRODUCTION

1.1 New Forest District Council, as local planning authority delivers new green spaces as part of residential development schemes for the benefit of existing and future residents, and communities. These green spaces play an important role in providing informal and formal public open space, including play areas and recreational space to reduce the need to travel specially to more sensitive area of the New Forest. This recreational space is referred to in the Local Plan as Alternative Natural Recreational Greenspace (ANRG) (in accordance with Local Plan Policy ENV1). The green space also plays an important role in terms of habitat creation and enhancement of the natural environment contributing to the climate change and health and well being agenda.

1.2 The new green spaces have different functions and audiences, but all need to clearly convey their purpose as well as addressing statutory and legal requirements.

1.3 The purpose of this report is to seek panel's views to help shape a suite of agreed signage designs for use throughout the district on new open spaces created as part of development. They may also be adopted for up-dating signage on existing areas of public open space when the need arises.

2 GENERAL APPROACH

2.1 The future management and maintenance of these open spaces may be undertaken by different bodies including NFDC, Town and Parish Councils, and private management companies. However, the way these areas need to be maintained and managed will be consistent and consistent signage will be an important way of conveying to the public the purpose of the different type of open space being provided as part of development.

2.2 When designing signage the following need to be avoided;

- Confused, inconsistent or mixed messages
- Clutter caused by adding signs on/next to existing signs
- Poor condition or illegible graphics over the long term
- Unwelcoming for users
- Excessive or unnecessary signs
- Signs and supports that are out of character or negatively affecting their surroundings
- Lighting – as the facilities are unlit
- Unsustainable materials

2.3 All signage will be installed in public environments, open to the elements and to potential abuse. Key objectives for the signage are that they should;

- Convey a clear message
- Be accessible by all
- Provide a consistent approach across the district
- Use durable materials
- Demonstrate value for money over the long term

2.4 At the meeting a presentation will be given and members will be invited to give views which will assist officers in developing an appropriate 'family' of signage to be used.

3 CONCLUSIONS

3.1 This report and its appendices set out the recommended approach to signage, on green space delivered through planning. The Environment Overview and Scrutiny Panel's comments will be used to assist in the preparation of a signage specification document to be used to support the delivery of quality, greener developments across the District

4 FINANCIAL IMPLICATIONS

4.1 No direct financial implications for NFDC. Signage will be funded by site developers with contributions collected to cover any future maintenance or replacement.

5 CRIME & DISORDER IMPLICATIONS

5.1 No programme-specific implications.

6 ENVIRONMENTAL IMPLICATIONS

6.1 All signage will need to be appropriate to its setting. ANRG Signs will assist in supporting behaviours and recreational activities.

7 EQUALITY & DIVERSITY IMPLICATION

7.1 The design of the signs will ensure that they respond to the needs of the whole community.

8 DATA PROTECTION IMPLICATIONS

8.1 No programme-specific implications.

9 RECOMMENDATIONS

9.1 To seek comments from the Environment Overview and Scrutiny Panel.

FURTHER INFORMATION Please contact:

Louise Evans
Service Manager (Policy and Strategy)
Tel: 023 8028 5463
E mail: louise.evans@nfdc.gov.uk

Tim Dyer
Senior Environmental Design Officer
Tel: 023 8028 5465
E mail: tim.dyer@nfdc.gov.uk

Background Papers

Published documents

Appendix A

Alternative Natural Recreational Greenspace

Interpretation Signage – Brief for Developers

AIM:

To enable the supply and installation of appropriate information and interpretation of Greenway Spaces, in association with new residential development.

OBJECTIVE:

To enable users to interpret the Greenway space in terms of its location and context, specific species and/or habitats and provide information about walking routes, expected behavior and available facilities.

METHOD:

The provision A1 size (minimum) printed full colour graphics panels, mounted in accordance with the NFDC Standard Details¹ of a suitable number and in appropriate locations, the contents of which should be in accordance with the requirements set out below.

Background

In the New Forest District new areas of Alternative Natural Recreational Greenspace (ANReG) that are provided as part of new residential development are managed under the project name 'Green Way', so that users of the informal recreational provision come to recognize that the spaces are more than just aimed at human users, but are also intended to provide natural habitats, either newly created (such as woodland and scrub) or existing (grasslands, for example) that are designed to enhance biodiversity, so providing a net gain for wildlife and enhanced ecosystem services.

The Green Way spaces are designed to provide year-round dry walking routes that are intended to deflect visitor numbers off the sensitive areas of the New Forest National Park by offering doorstep facilities that are equally attractive and interesting, especially for dog walkers. The spaces also offer areas for play, either through traditional equipped play spaces, natural play and areas for informal ball games, and where possible, connect positively to the wider network of public rights of way.

Printed Panel - materials

Generally the printed panel should be vandal resistant and resistant to UV light degradation and delamination, as a minimum 3mm polycarbonate reverse printed. Aluminum offers a more durable material, but the material may also be determined by the graphic content. Etched and colour filled stainless steel may be an alternative.

Printed Panel - contents

Interpretation will be individual and bespoke to each site; however, there is also general information that is common to all sites that needs to be conveyed. As a general rule of thumb each site should display the following information as a minimum:

¹ Guide to Performance Specification and Standard Details for Public Accessible Space for Project and Development Delivered Through Planning, 2020

Appendix A

- GreenWay logos and tags: should be incorporated with the frame – see standard construction detail F6 Interpretation for details of the frame and installation²
- GreenWay standard text: explaining the principle behind the mitigation strategy at NFDC – appendix B
- NFDC Logo: art work for each standard element will be provided on request
- Place name: the site may have an existing local name – or require a new name in conjunction with the new residential development
- Local history or wildlife facts: as a way of capturing an audience, provide snippets of relevant information
- Instructional and behavior messages: we want members of the public to access and use the GreenWay spaces freely and spontaneously, but also need to remind users to behave considerately, in addition to the text below, each site may have a specific aspect that needs further information.

Help us keep xxxxxxxxx a lovely place to be:

Be considerate:

This space is for everyone to enjoy

Be responsible:

Play in the right place to stay safe

Dogs are welcome here under close control:

Please keep your dog on a lead if you need to, and remember, not all children and adults like dogs.

Clear up after your dog:

Please use the bins provided so that we can keep the area safe

Do not drop litter:

It looks awful and can be dangerous to humans and wildlife

- Contact information of the site manager, usually NFDC but may also be the local Town or Parish Council or management company
- Illustrative map of the site, showing context, access, site features, walking routes and links to off site walking routes – see NFDC Green Way pages for further information about existing and proposed ANRG projects³ that may link to your site.

See Appendix C for example

Printed Panel - Graphic style, layout and colour

Illustrations and mapping need to be site specific. Generally a soft, hand drawn style creates an easy to read and familiar imagery, and often used for this type of publicity material. However, the graphic content is an opportunity to create an identity for and of the place, and providing the standard and corporate requirements are met, there are no further prescriptions.

² Guide to Performance Specification and Standard Details for Public Accessible Space for Project and Development Delivered Through Planning, 2020

³ [Mitigation Strategy](#) and [Green Way](#)

Appendix A

Other than using the New Forest District Council standard colour for the Green Way and NFDC logos (see appendix D) there are no prescriptions, however consider background colour carefully: white is often too bright while neutral tones and colours are more able to be visually accommodated within a rural context.

Layout should be determined by content – the example at Appendix C is not fixed.

Size

The minimum size requirement is A1, however this format may not fit the graphic content comfortably, so alternative formats may be suitable.

Submission and Approval

Details of all Green Way signage will need to be approved as part of the planning approval of the development, usually as part of a site wide condition covering hard and soft landscape.

Submission of the details should be made at the same time as all other detailed information, such as materials, planting details, and construction details.

Appendix B

Standard Text

What are Green Way Spaces about?

We live in a very special area of the country with easy access to the New Forest National Park and the coast. These unique and special places are recognised internationally as rare and precious habitats that require the highest levels of protection. With an ever-growing local population and the large numbers of summer visitors the pressures on these environments is increasing. To help relieve the pressure on these sensitive areas the New Forest District Council is improving alternative, local facilities for dog walking and other activities.

New Forest District Council are improving local facilities for dog walking and other activities, collectively the projects are known as 'Green Way Projects', and will all have the same logo displayed so that you can recognise them as being dog friendly walking routes and spaces.

The Green Way schemes are funded through the Community Infrastructure Levy that is paid by developers as part of any new residential development.

Further information about the Mitigation Strategy, Community Infrastructure Levy and all of the projects can be found at [newforest.gov.uk/planning policy](https://newforest.gov.uk/planning-policy)

xxxxxxx is managed by (New Forest District Council). To report an issue please contact us on (023 80285000), or use the links below.

Appendix C

Oak Frame, see detail:
F6 INTERPRETATION BOARD
A1 graphics panel:
 reverse printed polycarbonate

Branding:
 GreenWay, logo and tag,
 NFD logo
 Town or Parish logo (if required)

Place name
 Site specific Interesting
 historical or wildlife fact
 Website and social media links

Instructional and
 responsible behaviour
 messages

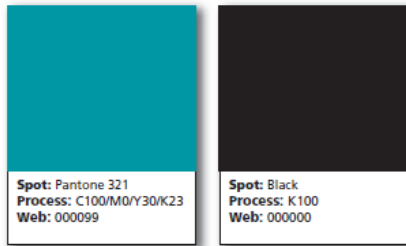
Illustrative map of site
 showing:
 context
 site features
 access points
 walking routes off site

Standard GreenWay Text



Appendix D

New Forest District Council Standard Colours and Typefaces:



Arial

medium, **bold**

Frutiger

light, roman, **bold, black**

Arial is the typeface for all correspondence, internal documents, PowerPoint and the website. This is the font staff will usually use on a day-to-day basis.

Frutiger is the typeface used for all corporate publications produced professionally by the design team and printers. It is a legible, clean, simple font available in four weights.

Green Way colours and typefaces:

Filson Pro
(Regular)

Green Way

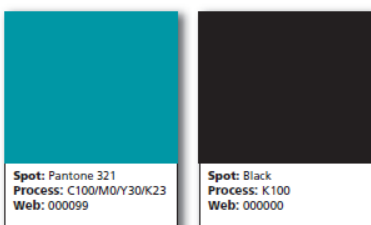
SPACES FOR PEOPLE AND WILDLIFE

PaintyPaint1

space

project

route



ENVIRONMENT OVERVIEW AND SCRUTINY PANEL– 14 JANUARY 2021

FREEPORTS BID

1. INTRODUCTION

- 1.1 On 10 February 2020 the Government ran a consultation on proposals to establish Freeports across the UK. It outlined the government's proposals covering tax, customs, planning and encouraging innovation, and asked for views. The District Council were 1 of the 364 responses received to the consultation.
- 1.2 In the consultation response published in October 2020 the government set out a developed vision for UK Freeports and invited potential bidding coalitions (ports, businesses, academic institutes, local authorities and LEPs).
- 1.3 Freeports are a flagship government programme that will play an important part in the UK's post Covid economic recovery and contribute to realising the levelling up agenda, bringing jobs, investment and prosperity to some of the most deprived communities across the four nations of the UK.
- 1.4 The government has the following objectives for UK Freeports:
 - Establish Freeports as national hubs for global trade and investment across the UK
 - Promote regeneration and levelling up
 - Create hotbeds for innovation
- 1.5 The Freeport Bid Prospectus has now been launched with the submission deadline of 5 February 2021 for bids from bidding coalitions. It is understood that there is likely to be 7 winning Freeports in England, and 1 or more in each devolved administration. Successful bidders will be asked to set out a full business case to be submitted in late Summer 2021.

2. WHAT WOULD MAKE UP A FREEPORT?

- 2.1 The Freeport would be limited to a geographical area covering up to 45km. There must be a clear economic rationale for the boundary size.
- 2.2 Within a Freeport boundary there would be;
 - Customs sites which are a primary customs site and multiple additional customs subzones –
 - Tax Sites
 - i. which can be up to 3 single, individual areas
 - ii. total area not exceeding 600 ha (the guidelines are that each site should be between 20-200 ha)

- iii. located in areas with i) below national GDP ii) above average national unemployment
- iv. should be underdeveloped defined by i) underutilised land ii) potential investment growth and iii) job creation

3. **WHAT DOES A BID NEED TO DEMONSTRATE?**

- 3.1 To be successful the bid will need to demonstrate it meets the policy objectives through six key outcomes:

Objective 1 - Trade and investment Outcomes:

Trade: increase in trade throughput through designated Freeport area

Investment: increase in investment within the Freeport boundary area, surrounding area, and nationally

Objective 2- Regeneration and levelling up Outcomes:

Employment: increased number of jobs and average wages in deprived areas in and around the Freeport

Economic activity: increase in economic specialisation in activities high in GVA (Gross Value Added) relative to the current makeup of the local economy. Key themes to consider: i) support for emerging industrial clusters ii) property iii) transport and iv) skills

Objective 3 – Creating hotbeds of innovation Outcomes:

Innovation: increased local involvement and funding in Research & Development and innovation

Productivity: increased productivity in each target region, through increased capacity to absorb innovation

- 3.2 The type of incentives businesses in a Freeport can access to achieve these outcomes are:

- within Customs areas incentives could include
 - i. Duty Deferral
 - ii. Duty Inversion
 - iii. Customs duty exemptions
 - iv. Suspend import VAT
 - v. Simplified import procedures
- Within tax areas incentives could include
 - i. Stamp Duty land tax relief
 - ii. Enhanced structures and building allowances
 - iii. Enhanced capital allowances
 - iv. Employer National Insurance contributions rate relief
 - v. Business Rate Relief
- Local retention of business rates – it is intended that the Council or Councils in which the Freeport tax sites are located will retain business rates growth

for that area, above an agreed baseline (following example of Enterprise Zones). This will be guaranteed for 25 years. Bidders will need to set out a process for agreeing how retained rates are reinvested in providing infrastructure. Retained receipts should cover borrowing costs; reinvest in the tax sites to generate growth; or offset effects of displacement from deprived areas.

4. PLANNING

- 4.1 The government has confirmed that it will encourage local authorities and prospective bidders to consider how certain planning freedoms, in particular, Local Development Orders could be used to support appropriate development in Freeport areas. The government commits to providing support for local authorities to help implement Local Development Orders.
- 4.2 The government recognises the advantages that wider planning reforms can bring Freeports development. In addition, the government is actively exploring a new, simpler framework for environmental assessment, as well as intending to review the National Policy Statement for Ports in 2021.

5. THE FREEPORT BID

- 5.1 The Solent LEP has helpfully convened a task and finish group made up of both private and public sector stakeholders. The Task and Finish Group was formed to co-ordinate dialogue around this opportunity and is supported by consultants Vivid Economics.
- 5.2 Since the bid was launched Vivid have been co-ordinating discussions. In order to identify the 'offer' landowners were asked to identify possible sites for the customs site and the tax sites. Out of this work preferred sites have now been identified.
- 5.3 The preferred tax sites currently are:
- ABP/Marchwood Port/Marchwood Industrial Estate with Exxon and Fawley
 - Southampton Airport (Eastleigh)
 - Dunsbury Industrial Estate (PCC own but in Havant Borough)

The preferred Custom site is Southampton.

- 5.4 As part of the assessment process bidders will need to outline how their Freeport ambitions support decarbonisation and how they aim to reach Net Zero carbon emissions by 2050 or earlier. Freeport bids must also outline how their proposals will ensure compliance with all applicable environmental regulations and standards. The government will welcome bids which voluntarily demonstrate environmental benefits beyond regulatory baselines.
- 5.5 Bids are also required to set out what steps will be taken to ensure that customs and tax sites in their proposed Freeport will be secure against illicit activity.

6. FREEPORT GOVERNANCE

- 6.1 To deliver the Freeport, involvement of local authorities is key to the Freeports bidding process. At a minimum, bids should include firm written commitment from the port and the associated local authority and local political leaders. While no formal governance structure needs to be in place at bid stage bidders are requested to set out their proposals for a future Freeport Governance Body to oversee the Freeport.
- 6.2 Bids will need to meet government's three core standards on governance: effective structure, effective personnel and effective functions. At a minimum the Freeport Governance Body must include the port(s) involved and the Council where the Freeport is located.

7. CONCLUSION

- 7.1 There are significant economic and financial benefits to the immediate and wider economy of an area resulting from Freeport status. The bid would be in line with the current Local Plan, the likely impact of any future development on the district and its communities and how any negative impacts can be resolved, mitigated or compensated would need to be considered regardless of Freeport status. What Freeport status may change is the process for considering future development and the way this work is funded.

8. FINANCIAL IMPLICATIONS

- 8.1 There are no immediate financial implications. If the initial bid is successful there will be £2m seed funding to support preparing a Full Business Case.

9. CRIME & DISORDER, ENVIRONMENTAL, DATA PROTECTION IMPLICATIONS

- 9.1 There are no crime and disorder, environmental or data protection issues arising directly from this report.

10. EQUALITY & DIVERSITY IMPLICATIONS

- 10.1 There are no equality or diversity implications arising directly from this report.

11. DATA PROTECTION IMPLICATIONS

- 11.1 None

12. RECOMMENDATION

That the Overview and Scrutiny Panel advise Cabinet of its views on a Freeport bid that includes a tax site including land at Marchwood Industrial Estate/Marchwood Port/ABP land/Exxon and Fawley.

Further Information

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ENVIRONMENT OVERVIEW AND SCRUTINY PANEL – 14 JANUARY 2021

LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN

1. INTRODUCTION

- 1.1 In 2017 the Government published its first Cycling and Walking Investment Strategy (The Strategy). The Strategy sets out the Government's ambition to make walking and cycling the natural choices for shorter journeys or as part of a longer journey.
- 1.2 Realising this ambition will take sustained investment in cycling and walking infrastructure, and partnership working with local bodies, the third sector and the wider public and private sector to build a local commitment.
- 1.3 The Strategy supports the transformation of local areas: change which will tackle congestion, climate change and improvements to air quality, change which will extend opportunity to improve physical and mental health, and change which will support local economies.
- 1.4 Local Cycling and Walking Infrastructure Plans (LCWIPs), as set out in the Government's Cycling and Walking Investment Strategy, provide a strategic approach to identifying cycling and walking improvements required at the local level. They enable a long-term approach to developing local cycling and walking networks, ideally over a 10 year period, and form a vital part of the Government's strategy to increase the number of trips made on foot or by cycle.
- 1.5 The key outputs of LCWIPs are:
 - a network plan for walking and cycling which identifies preferred routes and core zones for further development
 - a prioritised programme of infrastructure improvements for future investment
 - a report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network
- 1.6 Having an LCWIP will enable the Council to apply for any funding that becomes available under the Government's Cycling and Walking Investment Strategy as well as any other relevant funding stream. It also assists with negotiations on planning applications and could help inform future Community Infrastructure Levy spending through Infrastructure Funding Statements.
- 1.7 The National Planning Policy Framework (NPPF) sets out how the planning system should help deliver sustainable development, and includes a set of core land-use planning principles which underpin plan-making and planning decisions. The Framework is supported by planning practice guidance issued by the Department for Communities and Local Government.
- 1.8 The guidance suggests that local planning authorities should consider incorporating LCWIPs into Supplementary Planning Documents where this would build on and provide more guidance on the policies in the Local Plan. Local authorities may also wish to refer to LCWIPs in Area Action Plans and Neighbourhood Plans.

1.9 Where Neighbourhood Plans are being prepared at the same time as the LCWIP the parish and town council, or neighbourhood forum should be encouraged to engage with the LCWIP process.

1.20 As part of the Transforming Cities work the County Council have been able to fund work for an LCWIP for the Waterside and this work is now underway. A Workshop was held in September 2019 at Appletree Court with councillors representing the Waterside area. Further consultation will take place this spring on the work.

1.21 There is considerable benefit in an LCIWP covering the rest of the District. The logical approach to this work would be a collaborative Plan jointly funded and produced between the District Council, HCC and the NPA. There has been on going discussion between the three authorities and officers have agreed to commence a jointly funded project. As a small part of the Park falls within Wiltshire they have agreed to also provide some funding for the work. A working group has been set up which includes a representative from Forestry England.

1.22 The LCWIP will use the six stage process outlined within Department for Transport (DfT) guidance, the initial project plan and project programme is set out in Appendix 1. The work will be project managed by Hampshire Trader Service, who have and are carrying out other LCWIP across Hampshire.

1.23 The LCWIP output will include a written report detailing the following:

- Potential for walking and cycling using key data sets and sources;
- Methodologies;
- Examples of best practice;
- Mapping of identified routes including key locations and trip attractors;
- Audit of each route with location specific suggestions for future investigation;
- Prioritised list of potential schemes/approach for identified routes;
- Preparation of high-level costs for implementation
- Identification of potential funding sources

2. CONCLUSION

2.1 An LCWIP could play a significant role in informing and assisting in improving the physical walking and cycling infrastructure within the District. Improving cycling and walking within the District is a critical component to delivering sustainable development within the district and addressing climate change, nature recovery, improving air quality and improving the health and well-being of our communities. Investing in cycling and walking projects provides a benefit cost ratio of 13:1 – so for every £1 spent £13 is returned to the economy.

3. FINANCIAL IMPLICATIONS

3.1 The District Council will part fund the evidence work to inform the LCWIP.

4. CRIME & DISORDER, ENVIRONMENTAL, DATA PROTECTION IMPLICATIONS

4.1 There are no crime and disorder, environmental or data protection issues arising directly from this report.

5. EQUALITY & DIVERSITY IMPLICATIONS

5.1 There are no equality or diversity implications arising directly from this report.

6. DATA PROTECTION IMPLICATIONS

6.1 None

7. RECOMMENDATION

That the Overview and Scrutiny Panel endorse the proposed programme of work to inform the preparation of a Local Cycling and Walking Infrastructure Plan. In the absence of a LCWIP improvements to cycling and walking infrastructure.

For Further Information Please Contact:

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New Forest DC LCWIP Project Plan:

The LCWIP will use the six stage process outlined within Department for Transport (DfT) guidance, as follows.

1. **Determining Scope** - Establish the geographical extent of the LCWIP.
 - Inception meeting to include discussion on the geographic extent and key geographic focus of the project; i.e. focus on rural and semi-rural environment or towns/links between towns. Understand NFDC and NFNPA ambitions for the final document.
 - Consideration of walking and cycling within towns/zones/countryside, including access/interchange with public transport, incl. seasonal services between e.g. Brockenhurst rail station and National Park
 - Governance and delivery arrangements to be discussed at the Inception stage; proportionate to the scale and complexity of the LCWIP, with consideration given to the level of cross-boundary liaison required.
 - Agreement on stakeholders to be involved.
 - Agreement on draft programme

2. **Gathering Information** - Identify existing patterns of walking and cycling and potential new journeys. Review existing conditions and identify barriers to cycling and walking.
 - Desktop exercise to include:
 - Review of current strategies and local policies with which the LCWIP should align including any forthcoming updates;
 - Gathering information on existing network and trips plans/update,
 - Input from NFDC to identify key trip attractors, local plan allocations etc.
 - Agree methodologies for next stages
 - Share a summary of this information with stakeholders ahead of stage 3

3. **Network Planning for Cycling** - Identify origin and destination points and cycle flows including desire lines. Audit existing provision identifying barriers and determine the type of improvements required. Convert flows into a network of routes and determine the type of improvements required. Key aim of this stage is to establish preferred cycle routes and improvements. Reference to latest Government guidance in preparing plan.

4. **Network Planning for Walking** - Identify key trip generators, including origin and destination points, core walking zones and routes. Audit existing provision, identifying barriers and determining the type of improvements required.

For 3 and 4.

- HCC to run the Stakeholder workshops, likely to be online, with assistance from Sustrans, NFDC and NFNPA.
 - The workshops should take a 'blank sheet' mapping approach to network planning, to gain a better understanding of the area, and to ensure that all key trip attractors are included, with identification of the major barriers to walking and cycling. Existing networks would not be presented at this stage to ensure all ideas are captured.
 - Stakeholders will play a key role in the workshops
 - Production of network maps, including links with existing network, and highlighting primary and secondary routes, will be identified for audit and shared with key stakeholders for comment
 - On-site route audits will be undertaken for cycling routes and walking zones. This will produce high-level recommendations for further investigation/identification of funding opportunities.
5. **Prioritising Improvements** - prioritise improvements for both walking and cycling to develop a phased programme for future investment.
- Utilise the DfT prioritisation methodology together with the existing HCC LCWIPs to prioritise improvements and assign high level cost estimates.
 - Assessment using Active Mode Appraisal Tool if/as required.
 - Stakeholder agreement to Priority List.
6. **Integration and Application** - Integrate the Delivery Plan into local planning and transport policies and strategies. This stage to be discussed in more detail at the Inception meeting.

The LCWIP output will include a written report detailing the following:

- Potential for walking and cycling using key data sets and sources;
- Methodologies;
- Examples of best practice;
- Mapping of identified routes including key locations and trip attractors;
- Audit of each route with location specific suggestions for future investigation;
- Prioritised list of potential schemes/approach for identified routes;
- Preparation of high-level costs for implementation
- Identification of potential funding sources

Indicative Project Programme below

DfT LCWIP Stage	Activity/Event	Date	Activity Details
Determining Scope	Officer Meeting	Dec 2020	<ul style="list-style-type: none"> Officer workshop to discuss governance and stakeholder roles in the LCWIP
	Inception meeting	Dec 2020-Jan 2021	<ul style="list-style-type: none"> Assessment of propensity for walking and cycling Methodologies prepared for discussion with Stakeholders Short publication for stakeholders setting out findings and approach to share ahead of workshops
	Scoping and background information		
Gathering Information	Defining areas and gathering Information		
	Stakeholder engagement Stage 1		
Network Planning	Network planning and defining routes Stakeholder engagement – user groups (workshop)	Feb-May 2021	<ul style="list-style-type: none"> Workshop session 1 - prior to purdah period Initial mapping of routes Feedback session 1(dependent on purdah period) Defined network mapping for audits - including key walking zones Cycle network map Walking network map NFDC to review before progressing to next stage
	Survey of potential routes		
	Auditing of existing and proposed routes	May/June 2021	<ul style="list-style-type: none"> Audits and write up of each route with recommendations
Prioritising Improvements	Prioritising improvements	Summer 2021	<ul style="list-style-type: none"> HCC is developing a methodology for prioritising improvements, taking into account a number of factors including funding opportunities. HCC to explain the methodology and discuss how priorities were arrived at with NFDC/NFNPA. These will be reviewed following feedback from consultation. Tables outlining the cycling and walking infrastructure programme, including proposed intervention, priority & high level cost Map of proposed interventions
	Issuing of “consultation ready” reports		
Integration/ Application	Public Consultation	Early Autumn 2021	Additional amendments to be made to the document before issuing final version
	Adoption	End 2021	Consideration to be given to adoption of the document by HCC and NFDC.

ENVIRONMENT OVERVIEW AND SCRUTINY PANEL

WORK PROGRAMME 2020/21

ITEM	OBJECTIVE	METHOD	LEAD OFFICER
11 MARCH 2021			
Coastal Defence responsibility	To receive a presentation regarding the responsibility of the Council and others in relation to coastal defence	Presentation – Environment Agency to be invited	Colin Read / Steve Cook
Mitigation for Recreational Impacts Supplementary Planning Document	To consider the initial findings of the public consultation on the Mitigation for Recreational Impacts strategy Supplementary Planning Document	Officer report	Louise Evans / James Smith / Claire Upton-Brown
Fuel/Emission Efficient Vehicles	To be updated on the trial of small electric vans within the Council's fleet of vehicles	Officer report	Colin Read / Chris Noble
Fly Tipping Update	To receive an update on fly tipping in the District Council area.	Officer report	Colin Read
Design Guidance for Play Spaces	To consider the proposed design guidance for play spaces	Officer report	Louise Evans / Claire Upton-Brown
Waste Strategy update	To receive an update on the work of the working group	Oral update	Chris Noble
FOR LATER CONSIDERATION			
Environmental Strategy	To consider the draft environmental strategy that will develop an overarching framework for the Council's environmental activities	Officer report	Colin Read
Planning Design Guidance		Officer report	Claire Upton-Brown

Review of Street Cleansing Activities and Standards	To receive an update on the review of street cleaning activities and standards	Officer report or oral update	Colin Read
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Planning and Infrastructure - Portfolio Performance Dashboard

Relevant Service Area(s)	Portfolio Holder
Housing Strategy and Development, Planning Policy & Strategy, Development Management, Street Scene, Open Spaces	Cllr Edward Heron

Key Priorities	Key Activities	Key Actions		
Portfolio Priorities 2020 - 24	Key Activity 2020 - 24	Key Actions 2020	Target Date	Status Update
Delivering the vision of the local plan and encouraging development that meets local needs and delivers positive, economic, social and environmental outcomes.	Enable the delivery of development set out in the Local Plan supported by appropriate infrastructure.	Deliver actions in Housing Delivery Action Plan and monitor through an annual report to Cabinet.	On going	On going actions focus for 2021 infrastructure delivery across split ownership sites -Authority Monitoring Report 2021.
		Review all Supplementary Planning Documents.	Dec-21	SPD to be updated in 2020 - Refuse and Recycling SPD/Parking SPD/Mitigation of Recreational Impact SPD/Climate Change SPD/Totton Town Centre/Play Strategy SPD/Skills and Employment SPD.
		Review the Community Infrastructure Levy Process.	Dec-21	CIL process review and review of infrastructure needs to inform the 2021 Infrastructure Funding Statement.
		Design and deliver new ICT system to modernise delivery of the service by 2021.	Project complete July 2022	Procurement process to run Jan-April 2021.May-Oct 2021 system development with approved supplier(process reviews) Oct-Dec system testing and data cleansing.
	Deliver additional open space, play equipment, sports provision, cycling and walking opportunities and habitat creation areas.	Develop and deliver an annual programme of recreational mitigation projects.	On going	Projects 2021 Fawley (Gang Warily) Bartley Park /Sweatford Water/Ringwood Castleman trail/Avon Valley Ringwood.
Ensuring building control are engaged at the earliest stage to make future in development projects safe.	Increase the number of developments that use NFDC Building Control Service.	Increase the market share for Building Control to ensure the safety of development.	Ongoing	Market share remains steady and has increased by 8% since Jan-19. Market share fell to 44% in May-20 but has recovered and risen to 57% as captured in Oct-20.
Working with partners, applicants and developers to ensure a positive, timely and enabling attitude to development.	Progress work on the Joint Strategy for South Hampshire.	Work with PFSH to create evidence base for employment/housing and transport needs and test alternative development strategies.	On going through 2021	Consultants appointed in 2020 and alternative development strategies agreed between partners.
Using contributions to deliver projects that mitigate the impact of development on the natural environment.	Review car parking infrastructure and technology.	Actions and recommendations from car parking review to be reported Environment Overview & Scrutiny Panel by March 2021.		Potential review of parking provision across District.
	Ensure that all development within the district is resilient to climate change and creates healthy environments for our residents to live in.	Task and Finish Group to be established in Q1 2021.		Local Plan Part 1 provides high level policy detailed work in 2021 including construction/air quality/cycling and walking/reducing need to travel/BNG/Nature recovery/carbon off setting.

Key Performance Indicators									Financial Information - Budgets £'000				
KPIs	Unit	Freq.	Desired DOT	Target	Last Period	Actual	Actual DOT	Status	Budget Description	Original Budget	Emergency Budget Adjustments	December Financial Monitoring	Revised Budget
Increase in the number of houses completed each year (as set out in the Annual Authority Monitoring Report).	Num	Annual	↑	300 units		308	TBC		General Fund Revenue Position	1361	335	-25	1671
Increase in the number of mitigation projects delivered each year.	Num	Annual	↑	6		0	TBC		Variation Percentage		24.61%	-1.84%	22.78%
Total amount of Community Infrastructure Levy (CIL) spent.	%	Annual	↑	35%		6%	TBC		Supporting Narrative Parking and Planning income losses partially offset and covered by the Sales, Fees & Charges Income Support Scheme				
Increase in the total amount of open space play and sports provision, and cycling and walking infrastructure delivered each year.	Projects	Annual	↑	5 projects		4 projects	TBC						
Increase in NFDC Building Control Market Share.	%	Monthly	↑	65%		57%	TBC		General Fund Capital Programme	1192	-688		504
									Variation Percentage		-57.72%		-57.72%
									Supporting Narrative Review of delivery of Open Space, Transport & Mitigation Schemes				

High Risks			
High Risk Area	Risk L & I	Mitigation actions	New Risk L & I
Competitors in the private sector take more of the Building Control market share.		Install new IT systems to enable enhanced mobile working and give officers on-site access to all Building Control. Forge links with local builders and architects and form working relationships by offering expertise and advice to enable building regulation standards are met. Continue to provide unrivalled service and charge only for the service provided to ensure value for money for the customer.	
Changes to Government Guidance, Regulations & Legislation.		None - unavoidable.	

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Environment and Regulatory Services - Portfolio Performance Dashboard

Relevant Service Area(s)	Portfolio Holder
Waste & Recycling, Street Scene, Open Spaces, Environmental & Regulation, Coastal	Cllr Alison Hoare

Key Priorities	Key Activities	Key Actions		
Portfolio Priorities 2020 - 24	Key Activity 2020 - 24	Key Actions 2020	Target Date	Status Update
Taking actions that address the impact of climate change locally.	Develop and deliver an overarching Environment Strategy which will set out our actions to protect the local environment and reduce our impact on climate change.	Develop an Environmental Strategy which will identify local actions to address the impact of climate change.	Ongoing	Further work in this area to be undertaken early in 2021.
	Improve the air quality of the area.	Development of a Clean Air Strategy to identify actions which will improve air quality across the district.	2022	No further progress due to the impact of the coronavirus pandemic on the service.
Working with others to protect and enhance our natural environment.	Respond to future challenges through the development of a new Tree Strategy.	Delivery of Tree Strategy, in response to future challenges, reporting to Environment Overview and Scrutiny Panel.	Apr-21	A presentation and an update Ash Dieback followed by a discussion at Environment Overview Panel in January 2021.
	Work with partners on initiatives to reduce the levels of littering and fly tipping.	Work with partners on initiatives such as 'Operation Wolf' as part of fly tipping enforcement and continue to promote behavioural change on littering reporting back to Environment Overview and Scrutiny Panel.	Mar-21	Work has continued with the Environment Agency, Hampshire Police and the County Council. Future report on Flytipping scheduled for March 2021 to Environment Review Panel.
	Continue to provide more land to meet the demand for burial space.	Open the new cemetery at Calshot as an alternative for the Blackfield Cemetery which is very close to capacity.	Apr-21	With the opening of the new Cemetery at Calshot further work needs to be undertaken with the Planning and Estates teams to identify potential sites in Totton and Lymington.
	Develop investment plans to enable identification of partnership funding options and delivery of flood & coastal erosion projects.	Develop of business case for future flood and erosion risk management projects at Barton-on-Sea and Milford-on-Sea.	Jul-22	Funding is in place for a Barton project to undertake drainage trails at the site. However, the works have not been progressed due to other priorities. For Milford, works are currently ongoing for the urgent works. Once complete development of the business case for Westover phase 2 can commence.
Reducing waste and increasing recycling.	Develop a new, modern Waste Strategy for the Council.	Work with the Environment Agency to develop the business case for the Hurst Spit to Lymington Flood & Coastal Erosion Project.	2027	This project is continuing with stakeholder meetings completed and the first stakeholder advisory group meeting held in November. This is a long term project that will not be delivered for a number of years and needs to be progressed through a number of business cases within the EA.
		Cabinet approval of Waste Strategy by December 2021.	Dec-21	The draft waste strategy and engagement plan was considered by Environment Overview and Scrutiny Panel on 15 Oct-20 and by Cabinet on 4th November and a period of engagement with stakeholders runs until 10th December.
Ensuring regulatory services are delivered for the benefit of our residents, businesses and visitors.	Maintain a safe environment for our residents and local businesses, by carrying out statutory inspections and following up on complaints.	Carry out investigations and inspections in line with the Food Standards Agency and Health and Safety Executive Strategies for food safety, infectious disease control and health and safety.	Ongoing	Inspections completed of highest risk in line with Food Standards Agency Priorities during the pandemic.
	Deliver the licensing policy responding to legislation and addressing the challenges faced.			

Key Performance Indicators									Financial Information - Budgets £'000				
KPIs	Unit	Freq.	Desired DOT	Target	Last Period	Actual	Actual DOT	Status	Budget Description	Original Budget	Emergency Budget Adjustments	December Financial Monitoring	Revised Budget
Reduced carbon footprint for the New Forest area and District Council.			↓				TBC		General Fund Revenue Position	9177	358	-2	9533
Household waste sent for reuse, recycling and composting.	%	Quarterly	↑	35%		35%	TBC		Variation Percentage		3.90%	-0.02%	3.90%
Reduction in the number of flytipping incidents.	Num		↓				TBC		Expenditure pressures in relation to COVID including the necessary hire of additional vehicles to ensure Social Distancing and enhanced cleaning of the Council's Public Conveniences. Income losses in reduced trade waste collections, reduced pest control call-outs, and an initial reduction in Garden Waste Income, later recovered through additional service subscribers.				
Increase in food establishments which have a satisfactory or good food hygiene rating.	Since March '20 only 15% of inspections have been completed due to a change in priorities and the service offering support to businesses during the Covid 19 pandemic								General Fund Capital Programme	2320	900	625	3845
Increase in coastal funding to achieve the specific actions.	This can only be measured against specific projects and needs further consideration on how to be done. Limited revenue maintenance budget will mean that not all maintenance requirements can be delivered.								Variation Percentage		38.80%	26.90%	65.70%
										Public Convenience Refurbishment Programme postponed for 2021/22 (reduction of £375k) Emergency Works - Milford Sea Wall (addition of up to £2.125M)			

High Risks			
High Risk Area	Risk L & I	Mitigation actions	New Risk L & I
Coronavirus pandemic - Reallocation of resources to high priority areas results in regulatory activity not being undertaken i.e. food hygiene inspections		Recruiting to vacant posts in all critical areas of the service, increasing the hours of part time officers where agreed, report to EMT for additional funding to temporarily increase resources within the Service.	
Insufficient resources to provide frontline services to the same staffing levels.		Completion of business cases and recruiting to vacant posts.	
Insufficient resources and key skills within coastal team to respond to the impacts of storm damage on coastal defences.		Consider partnership working.	
Fluctuations in market values of mixed recycling and DMR.		Monitoring of tonnages and market values, to ensure that income forecasts are as accurate as possible. Regular revision of forecasts throughout year.	

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